

The MOTOR OWNER



Humber

HUMBER Ltd., COVENTRY
LONDON:

West End Showrooms: 94 New Bond St., W.1
Export Branch Office: 32 Holborn Viaduct E.C.1
(Dealers everywhere)

CONFIDENCE

There is an exceptional feeling of safety, inspiring absolute confidence, when taking the wheel of a Humber. There are no intricate levers, and there is no puzzling mechanism to contend with. Simplicity is the keynote, which, combined with the graceful contour of the complete car—its durability—general mechanical perfection and economy in upkeep—is responsible for its present-day reputation.

Models from £240 to £875
Dunlop Tyres Standard

BUILT FOR THE CAR-PROUD OWNER-DRIVER

August 1925

One Shilling



To Motoring Campers

Important: If you want a care-free gipsy holiday.

Roads mapped out, camping sites selected, tents and blankets stored away—everything ready. Only two unpleasant possibilities on the horizon: *A week of rain! Serious engine trouble!*

Whether you make plans for three days or three months, old hands at motor camping will tell you—

To drain off all old oil from the crankcase before leaving home, and to pour in a fresh supply of the correct grade of Mobiloil.

The best engine results can only be secured when your lubrication is the best obtainable.

Mobiloil is produced from crude oil, selected solely for its lubricating value, not for its motor spirit content.

The recommendations on the abridged Chart shown here represent the professional advice of the Vacuum Oil Company, Ltd., as determined by its Board of Automotive Engineers.

Therefore, to ensure peace-of-mind during your camping holiday, use the correct grade of Mobiloil as recommended for your car in the Chart. If your car is not shown in this abridged Chart, refer to the complete Chart of Recommendations exhibited at all garages, or send for our booklet "Correct Lubrication."



Mobiloil
Make the Chart your Guide

HEAD OFFICE: Caxton House, Westminster, S.W. 1

Belfast Birmingham Bradford Bristol Cardiff Dublin Dundee Glasgow Hull Liverpool Manchester

WORKS: Birkenhead and Warrington
Newcastle-on-Tyne

VACUUM OIL COMPANY, LTD.

Chart of Recommendations (ABRIDGED EDITION)

MOTOR CARS

The correct grades of Gargoyle Mobiloil for engine lubrication of motor cars are specified in the Chart below.

How to Read the Chart:
E means Gargoyle Mobiloil "E"
Arc means Gargoyle Mobiloil "Arc"
A means Gargoyle Mobiloil "A"
BB means Gargoyle Mobiloil "BB"
TT means Gargoyle Mobiloil "TT"
B means Gargoyle Mobiloil "B"

Where different grades are recommended for summer and winter use, the winter recommendation should be followed during the entire period when cold temperatures may be expected.

This Chart of Recommendations is compiled by the Board of Automotive Engineers of the Vacuum Oil Company, Ltd., and represents their professional advice on correct automobile lubrication.

| NAME OF CAR | 1925 | | 1924 | | 1923 | |
|--|--------|--------|--------|--------|--------|--------|
| | Summer | Winter | Summer | Winter | Summer | Winter |
| A.B.C. | BB | A | BB | A | BB | A |
| Alfa-Romeo, 4-Cyl. | BB | A | BB | A | BB | A |
| Alfa-Romeo, 6-Cyl. | BB | A | BB | A | BB | A |
| Amilcar | A | A | A | A | A | A |
| Angus-Sanderson | A | A | A | A | A | A |
| Ansaldo | BB | A | BB | A | BB | A |
| Argyll, 12 h.p. | A | Arc | A | Arc | A | Arc |
| Argyll, 15/30 h.p. | A | A | A | A | A | A |
| Ariel | BB | A | BB | A | BB | A |
| Armstrong-Siddeley | BB | A | BB | A | BB | A |
| Austin, 20 h.p. | BB | A | BB | A | BB | A |
| Austin (All Other Models) | A | A | A | A | A | A |
| Berliet | A | A | A | A | A | A |
| B.S.A., 10 h.p. | A | BB | A | BB | A | BB |
| B.S.A., 14 h.p. | A | A | A | A | A | A |
| B.S.A. (All Other Models) | A | Arc | A | Arc | A | Arc |
| Buick | A | A | A | A | A | A |
| Cadillac | A | A | A | A | A | A |
| Chenard-Walcker | BB | A | BB | A | BB | A |
| Citroen, 7.5 h.p. | A | Arc | A | Arc | A | Arc |
| Citroen (All Other Models) | BB | A | BB | A | BB | A |
| Cubitt | A | A | A | A | A | A |
| Daimler, 12 h.p. | A | A | A | A | A | A |
| Daimler, 16 h.p. | A | A | A | A | A | A |
| Daimler (All Other Models) | A | A | A | A | A | A |
| De Dion Bouton | BB | A | BB | A | BB | A |
| Delage (6-Cyl.), 40/50 h.p. | A | A | A | A | A | A |
| Delage (All Other Models) | BB | A | BB | A | BB | A |
| Delahaye, 10, 12 & 15 h.p. | BB | A | BB | A | BB | A |
| Delahaye (All Other Models) | BB | A | BB | A | BB | A |
| Delaunay-Belleville, 15.9 h.p. | BB | A | BB | A | BB | A |
| Delaunay-Belleville (All Other Models) | A | Arc | A | Arc | A | Arc |
| Essex | A | BB | A | BB | A | BB |
| Fiat | BB | A | BB | A | BB | A |
| Ford | A | A | A | A | A | A |
| Hampton, 11/35 and 14 h.p. | BB | A | BB | A | BB | A |
| Hampton (All Other Models) | BB | A | BB | A | BB | A |
| Hispano-Suiza | BB | A | BB | A | BB | A |
| Hudson Super Six | A | A | A | A | A | A |
| Humber, 8 h.p. | A | BB | A | BB | A | BB |
| Humber (All Other Models) | BB | A | BB | A | BB | A |
| Isotta-Fraschini | A | A | A | A | A | A |
| Italia | BB | A | BB | A | BB | A |
| Jowett (All Models) | A | A | A | A | A | A |
| Lancia (Dikappa and Trikappa) | A | A | A | A | A | A |
| Lancia (Lambda) | A | Arc | A | Arc | A | Arc |
| Lancia (All Other Models) | A | A | A | A | A | A |
| Lea-Francis | A | A | A | A | A | A |
| Metallurgique, 12/15 h.p. | A | A | A | A | A | A |
| Metallurgique (All Other Models) | A | A | A | A | A | A |
| Morris-Cowley | A | A | A | A | A | A |
| Morris-Oxford, 11.9 h.p. | A | A | A | A | A | A |
| Morris-Oxford (All Other Models) | A | A | A | A | A | A |
| Napier | A | A | A | A | A | A |
| Nash | A | Arc | A | Arc | A | Arc |
| Overland, 13.9 h.p. | A | A | A | A | A | A |
| Overland (All Other Models) | A | Arc | A | Arc | A | Arc |
| Packard Eight | A | A | A | A | A | A |
| Packard (All Other Models) | A | A | A | A | A | A |
| Paige, 20/25 h.p. | Arc | A | Arc | A | Arc | A |
| Paige (All Other Models) | Arc | A | Arc | A | Arc | A |
| Rhode | A | A | A | A | A | A |
| Rochet-Schneider (12 & 14 h.p.) | Arc | A | Arc | A | Arc | A |
| Rochet-Schneider (All Other Models) | A | A | A | A | A | A |
| Rolla-Royce | BB | A | BB | A | BB | A |
| Rover, 8 h.p. | BB | A | BB | A | BB | A |
| Rover, 9/20 h.p. | A | A | A | A | A | A |
| Rover (All Other Models) | A | A | A | A | A | A |
| S.P.A. (24-6 Cyl. & 27-4 Cyl.) | BB | A | BB | A | BB | A |
| S.P.A. (All Other Models) | BB | A | BB | A | BB | A |
| Spyker | A | A | A | A | A | A |
| Standard, 11 h.p. | A | A | A | A | A | A |
| Standard, 14 h.p. | BB | Arc | BB | Arc | BB | Arc |
| Steyr | A | A | A | A | A | A |
| Sunbeam | A | A | A | A | A | A |
| Talbot, 14 & 16 h.p. | BB | A | BB | A | BB | A |
| Talbot (All Other Models) | BB | A | BB | A | BB | A |
| Vauxhall, 23/60 h.p. | A | A | A | A | A | A |
| Vauxhall, 25 h.p. | BB | A | BB | A | BB | A |
| Vauxhall (All Other Models) | BB | A | BB | A | BB | A |
| Vinot | BB | A | BB | A | BB | A |
| Voisin, 8 & 10 h.p. | A | Arc | A | Arc | A | Arc |
| Voisin, 16 h.p. | A | A | A | A | A | A |
| Windsor | BB | A | BB | A | BB | A |
| Wolseley | BB | A | BB | A | BB | A |

GEAR BOX and RACE AXLE
Correct Lubrication recommendations are shown on the complete Chart exhibited in all garages.

REMEMBER: Ask for Gargoyle Mobiloil by the full title. It is not sufficient to say "Give me a gallon of 'A' or 'BB'." Demand Gargoyle Mobiloil "A" or whichever grade is specified for your car in the Chart of Recommendations.

Telegrams: "Teamwork, Piccy,
London."
Telephones: Mayfair 2300 & 2301
Grosvenor 1838

NORFOLK & PRIOR

20, BERKELEY STREET, PICCADILLY, W.1

Auctioneers and Surveyors,
Valuers,
Land and Estate Agents.

BERKS AND BUCKS BORDERS

In beautiful undulating country, close to a favourite reach of the Thames, yet within daily reach of London.



VIEW FROM THE STREAM

A PICTURESQUE QUEEN ANNE FARMHOUSE

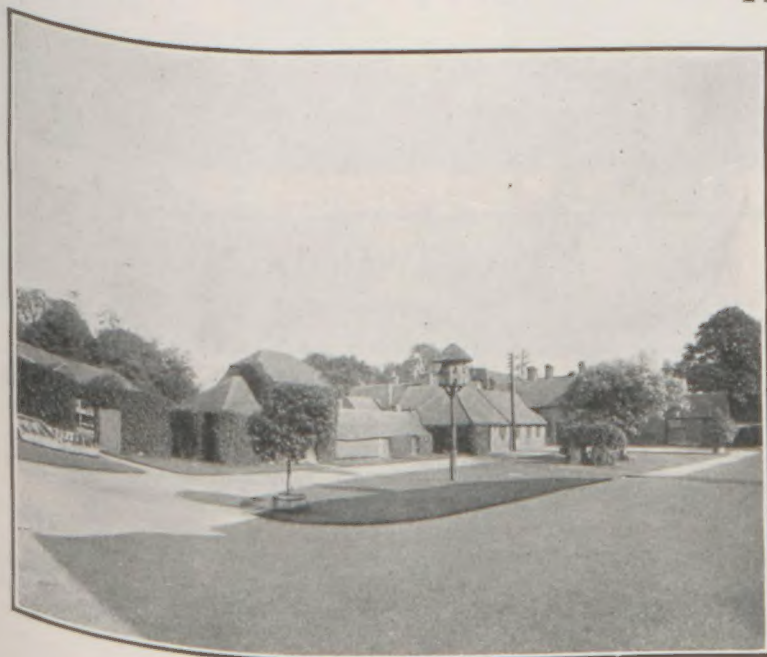
upon which many thousands have been expended during the past few years; in perfect order and equipped with every modern convenience.

Panelled hall, three charming reception rooms, beamed music room 60 ft. by 20 ft. (with organ, if desired), six family bedrooms, two bathrooms, guests' and servants' bedrooms in annexe, ample offices; electric light, central heating, main water, 'phone. TWO COTTAGES.

GARAGE.

Beautifully disposed grounds, intersected by a stream, tennis lawn, bowling green, etc.; in all

FIVE ACRES.



THE COURTYARD AND COTTAGES



THE MUSIC ROOM

FOR SALE FREEHOLD.

Illustrated particulars from Sole Agents, NORFOLK & PRIOR, 20, Berkeley Street, W.1. Inspected and recommended.

(6084)

Telephone:
Regent 7500

Telegrams:
"Selanlet, Piccy, London"

HAMPTON & SONS

20, ST. JAMES' SQUARE, S.W.1

Branches—
Wimbledon: Phone 80.
Hampstead: Phone 2727.

PRICE ONLY £2,000 FREEHOLD.
FOREST HILL, S.E.

300 ft. up. Close to Stations and Golf. 20 minutes from Town.
EMINENTLY SUITABLE FOR CONVERSION INTO FLATS.

SUBSTANTIALLY-BUILT FAMILY RESIDENCE

Containing hall, three reception rooms, seven bed and one dressing room, bath room, and offices; garden and kitchen garden of over $\frac{1}{2}$ acre; fine site for erection of garage.

Company's gas and water. Main drainage.

HAMPTON AND SONS, 20, St. James' Square, S.W.1.

ADJOINING GOLF COURSE. ON DOWNS BETWEEN
READING AND OXFORD

On loveliest stretch of the River, boating facilities, magnificent views.

FOR SALE, DELIGHTFUL SMALL RESIDENCE

Excellent repair, containing on two floors only, two reception rooms, four or five bedrooms, bathroom, and compact offices.

Company's water. Electric light. Gas.

Pretty and productive garden of over $\frac{1}{2}$ acre.

PRICE ONLY £1,600, OPEN TO OFFER.

HAMPTON AND SONS, 20, St. James' Square, S.W.1.

UNIQUE OPPORTUNITY. PRICE £1,600 FREEHOLD.

500 ft. up in a beautiful country between

REDHILL AND GODSTONE

Close to Famous Golf Courses.

A BIJOU COUNTRY RESIDENCE

Amidst rural surroundings, on sandy soil, containing five bed rooms, dressing room, bathroom, hall, two reception rooms, conservatory, offices; garage and good garden extra land could be purchased if desired.

HAMPTON AND SONS, 20, St. James' Square, S.W.1

IN THE OLD MARKET TOWN OF
OUNDE, NORTHANTS

With its exceptional educational facilities.

FOR SALE, A COMMODIOUS FAMILY RESIDENCE

Containing three reception rooms, six bedrooms, bathroom, and compact domestic offices.

Company's water. Gas. Main drainage.

Grounds of $1\frac{1}{4}$ acre.

PRICE FREEHOLD, £1,500 ONLY.

HAMPTON AND SONS, 20, St. James' Square, S.W.1.



REDUCED PRICE, £3,750 FREEHOLD.

SURREY, REDHILL

10 minutes' walk Station. Easy reach of Golf.

ATTRACTIVE AND WELL-PLACED RESIDENCE

300 ft. up, southern aspect, pretty views. Carriage sweep. Containing four reception, eight bedrooms, two bathrooms, conservatory and verandah, offices.

Electric light available. Company's gas and water. Main drainage. Telephone.

GARAGE AND STABLING. COTTAGE.

Delightful old gardens include lawns for tennis and croquet, paddock, the whole extending to $4\frac{1}{2}$ acres.

HAMPTON AND SONS, 20, St. James' Square, S.W.1.

SUSSEX.

IN A BEAUTIFUL PART OF THE COUNTY, CLOSE TO BRIGHTON AND
HAYWARDS HEATH. ONE MILE FROM OLD-WORLD VILLAGE.
PANORAMIC VIEWS.

FOR SALE, A RURAL FREEHOLD COUNTRY RESIDENCE

320 ft. above sea level, approached by drive, and containing on two floors seven principal and a servant's bedroom, two bathrooms, two staircases, lounge hall with oak dado, oak-panelled dining-room and two other reception rooms, loggia, and offices.

Cottage. Garage. Chauffeur's rooms. Engine house.

Company's water. Electric light.

Lovely Dutch and other pleasaunces, kitchen and fruit gardens, woody dell of great charm, in all

OVER FOUR ACRES.

Up-to-date fireplaces. Telephone. Good repair.

VACANT POSSESSION.

Apply
HAMPTON AND SONS, 20, St. James' Square, S.W.1.



ON A LOVELY REACH OF THE UPPER THAMES AT
BOURNE END, BUCKS

Views of River and surrounding country.

"LAURENNY"

A perfectly positioned FREEHOLD RESIDENCE, with charming grounds of about two acres to the water's edge. Approached by drive and containing entrance and lounge halls, two reception rooms, and a billiard room, loggia, conservatory, two staircases, seven principal and four secondary bedrooms, work-room, three bathrooms, ample offices.

Gas available. Own electric light. Telephone. Company's water. Central and independent hot water system.

Heated greenhouses. Garage. Kennels. Engine house, etc.

VACANT POSSESSION.

To be SOLD by AUCTION, at the St. James' Estate Rooms, 20, St. James' Square, S.W.1, on Tuesday, September 29th, at 2.30 p.m. (unless previously sold).
Solicitors, Messrs. Halsey, Lightly and Hemsley, 32, St. James' Place, S.W.1.

Particulars from the Auctioneers,
HAMPTON AND SONS, 20, St. James' Square, S.W.1.

NORTHWOOD, HERTS

Close to the Middlesex Borders, 420 ft. up, favourite locality, within $1\frac{1}{2}$ miles of three Golf Courses.

ONLY 20 MINUTES' RUN FROM TOWN.

"PRETTY CORNER"

Artistic FREEHOLD RESIDENCE of modern erection, approached by very wide drive, and containing on 2 floors only 8 bedrooms, dressing-room, 2 bathrooms, hall, verandah and balcony, 3 reception rooms, and usual offices.

Garage. Useful outbuilding, bothy.

All public services. Main drainage, labour-saving fittings and fittings, pitch pine block flooring.

Delightful grounds of great charm, shaded by a quantity of timber, in all nearly $2\frac{1}{2}$ ACRES.

To be SOLD by AUCTION, at the St. James' Estate Rooms, 20, St. James' Square, S.W.1, on Tuesday, the 29th September, 1925, at 2.30 p.m. (unless previously sold).
Solicitors, Messrs. Sanderson Lee and Co., 7, Moorgate, E.C.
Particulars from the Auctioneers,
HAMPTON AND SONS, 20, St. James' Square, S.W.1.

ST. JAMES' ESTATE ROOMS

Telephones:
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1289
1290

BATTAM & HEYWOOD

(M. F. YORKE, P.A.S.I. F. G. NEVILLE, F.A.I. O. A. J. WHITEMAN, P.A.S.I., F.A.I.)
20, DAVIES ST., BERKELEY SQUARE, LONDON, W.1

BRANCHES:
The Estate Offices,
EFFINGHAM.
The Town Hall,
BASINGSTOKE.



WORCESTERSHIRE

Within easy reach of Tewkesbury and Worcester.

A remarkably beautiful and interesting Historical Freehold Country Property comprising a **BEAUTIFUL JACOBEOAN RESIDENCE** approached by a winding drive, and perfectly secluded.

Entrance hall, with fifteenth century panelling; five reception rooms, billiards room; ten principal bed rooms, two dressing rooms, bath rooms, three secondary bed rooms, and domestic offices.

Electric light. Central heating. Telephone.
Stabling for eight. Garage. Two cottages.

MAGNIFICENT OLD GROUNDS.

Large lawns, flower and kitchen gardens, orchard, rich pasture and small woodland. **ABOUT 97 ACRES.**

Golf. Hunting. Fishing. Shooting.
Immediate possession. Particulars and photos of the Vendors' Agents,
BATTAM AND HEYWOOD, 20, Davies Street, W.1.



GLOUCESTERSHIRE

Three miles from Minchinhampton Golf Links.

Delightful situation, close village, 2½ miles Nailsworth, 3½ miles Tetbury Station.

SMALL COTSWOLD MANOR HOUSE, dating back 400 years

Four reception rooms, seven or eight bed rooms, two bath rooms.

Electric light. Central heating. Telephone.
Stabling. Garage. Two cottages.

BEAUTIFUL OLD GROUNDS.

Carrying some fine old timber, including tennis lawn, flower, fruit and vegetable gardens, and two paddocks, in all **ABOUT 8½ ACRES.**

Bounded by picturesque trout stream.
Immediate possession. Illustrations and particulars from Sole Agents,
BATTAM AND HEYWOOD, 20, Davies Street, W.1.

15 MILES FROM LONDON. GRAVEL SOIL. SURREY, COULSDON

AN EXCEPTIONALLY WELL-APPOINTED RESIDENCE,

fitted with every labour-saving device; two reception rooms (one with parquet floor and eighteenth century panelling). Five bedrooms, bath, etc.

Electric light. Main water and drains.

SINGULARLY BEAUTIFUL GARDENS
with terraces, rockeries and pergolas.

PRICE £2,350.
Sole Agents,
BATTAM AND HEYWOOD, 20, Davies Street, W.1.

SUSSEX

35 miles from London, 12 miles from Brighton.

AN OLD-FASHIONED RESIDENCE
in a delightful position close to a picturesque village;
oak beams and old fireplaces; 2 reception rooms,
6 bed rooms, bath.

Company's water and gas.

Garage and outbuildings.

WELL-WOODED GROUNDS OF 5 ACRES

PRICE, £1,950 FREEHOLD.

Owners' Agents,
BATTAM AND HEYWOOD, 20, Davies Street, W.1.

MINCHINHAMPTON & PAINSWICK

High up; fine views; about ½ mile from town and station, with London within 2½ hours.

EXCEPTIONALLY COMPACT AND WELL-APPOINTED RESIDENCE, with carriage drive.
Entrance hall, three reception, nine bed, and bath rooms.

Central heating, lighting. Company's water. Telephone.
Stabling, double garage, and outhouses.

BEAUTIFULLY TIMBERED GROUNDS.

Tennis and Badminton lawns, flower and walled kitchen gardens.

IN ALL ABOUT 1½ ACRES.

Inspected and recommended by the Sole Agents,
BATTAM AND HEYWOOD, 20, Davies Street, W.1.



SUSSEX

Bordering the Ashdown Forest, over 300 ft. up, and close to quaint small village.
Containing lounge hall, two reception rooms, eight bed and dressing rooms, bath room, etc.

Garage. Outbuildings.
Electric light. Ample water supply.

SUPERB GARDENS,
with tennis lawn, pergola, two orchards, and paddock.

IN ALL FOUR ACRES.

Pitdown and other golf links within easy reach.
Sole Agents,
BATTAM AND HEYWOOD, 20, Davies Street, W.1.



HERTS

Easy reach of station.

A CHARMING OLD-WORLD RESIDENCE

in a quiet and secluded position on gravel soil, and facing South.
Rich with valuable sixteenth century oak panelling and doors, carved oak mantel-pieces and handsome staircase.

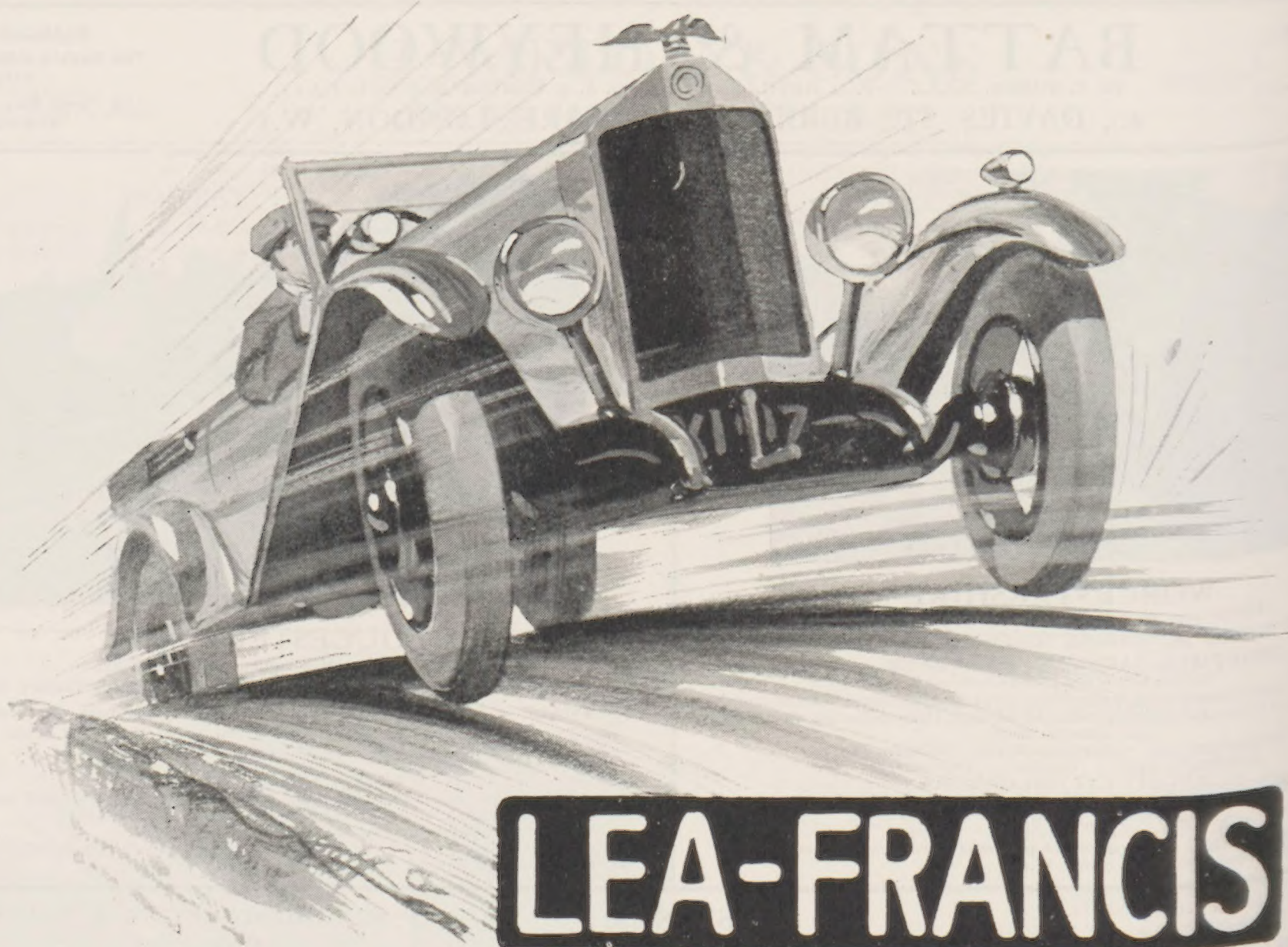
Lounge hall, three reception, eight bed rooms, bath, compact offices.
Electric light. Company's water. Main drains. Garage. Cottage.

MATURED GARDENS,

beautifully shaded by forest and other trees and screened by clipped yew hedges.
Tennis lawn. Herbaceous borders. **IN ALL NEARLY TWO ACRES.**

Should be seen at once. Inspected and recommended by Sole Agents,
BATTAM AND HEYWOOD, 20, Davies Street, W.1.

Estate Offices: 20, DAVIES ST., BERKELEY SQUARE, LONDON, W.1



LEA-FRANCIS

FORGING AHEAD



Sopwith 200 Guinea Challenge Cup

R.A.C. 1,000 Miles Light Car Trial
SPECIAL GOLD MEDAL
Land's End to John o' Groats Trial.
PREMIER AWARD

M.C.C. London-Edinburgh Trial
12 Lea-Francis Cars started and gained
12 GOLD MEDALS

Surbiton Grand Cup Trial.
SOPWITH CHALLENGE CUP
and 2 GOLD MEDALS

M.C.C. London-Land's End Trial.
6 GOLD MEDALS
J.C.C. High Speed Reliability Trial.
GOLD MEDAL

London-Holyhead Trial.
5 SILVER CUPS
and TEAM PRIZE

Vesey Cup Trial.
CARLESS CUP
2 SPECIAL AWARDS
2 FIRST-CLASS AWARDS

WATCH the results of the Reliability Trials. Note the regularity of Lea-Francis wins. Premier awards every time.

Remember that all Lea-Francis cars are standard production, the same as you buy from our Agents. Every success gained has been won on exactly the same type of car that we deliver to our customers; no special gear ratios, camshafts or other adventitious aids are used. **WE GUARANTEE THIS.**

Then you will realise why discerning motorists are buying Lea-Francis cars.

Nothing succeeds like success. Examine the list on the left. There lies the proof of Lea-Francis reliability.

Order early to ensure a car for the holidays.

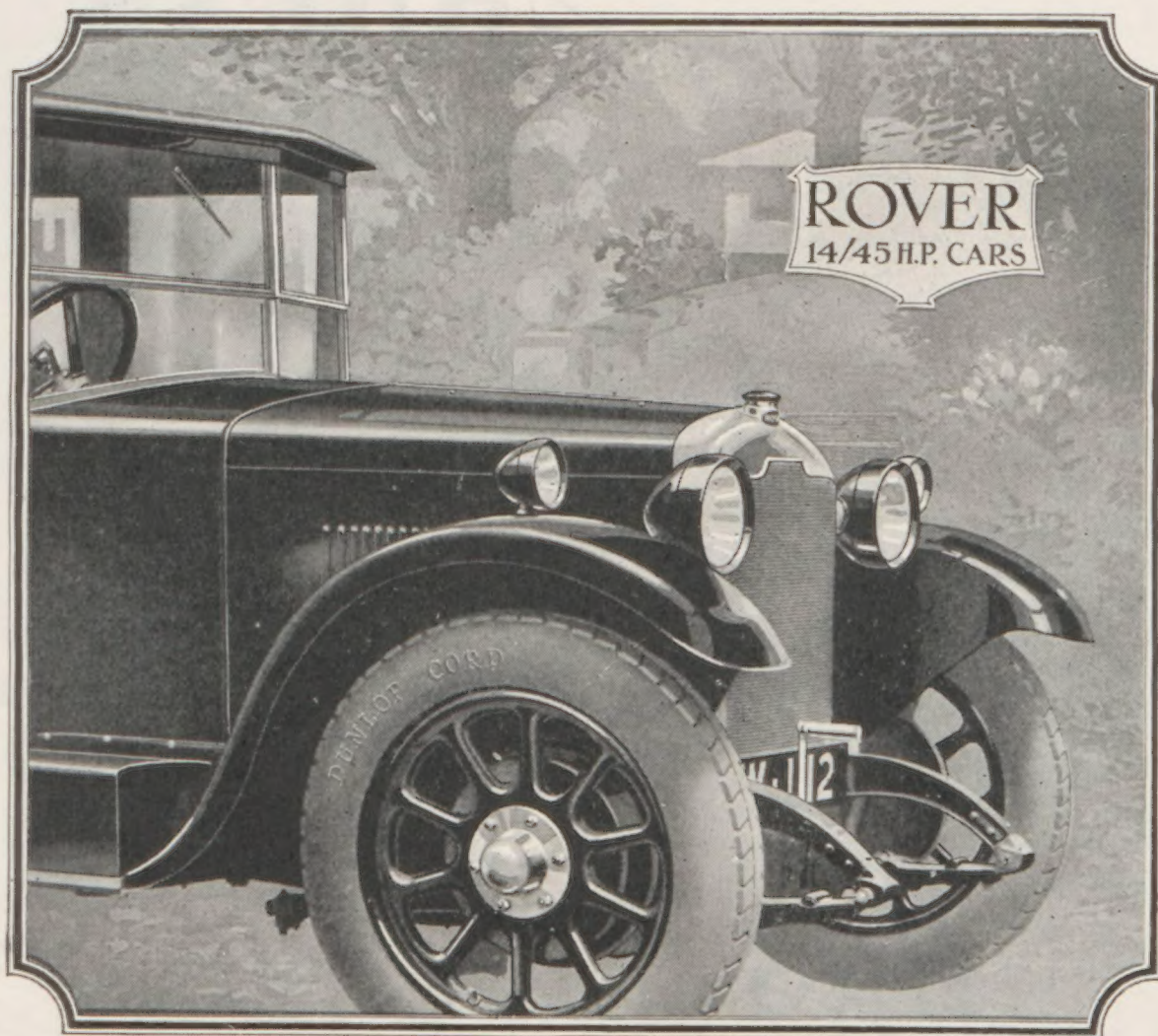
Write for the address of our nearest Agent.

10 h.p. and 12 h.p. Models
from **£210**

2 and 4-seater, Coupe, and Saloon Coachwork.

Illustrated Catalogue Post Free on request.

LEA & FRANCIS, LTD.,
LOWER FORD STREET, COVENTRY.
London Showrooms - 118-120, Great Portland Street, W.1.



The "Fourteen-Forty-five" Rover

has a wonderful array of "good points," and ceaseless research and experiment have brought the car to a remarkable pitch of perfection. The engine combines the silent smoothness of a "six" with the superior efficiency of the four-cylinder. The overhead valves and camshaft, the hemispherical combustion chamber, the dead central sparking plug position—all these are

technical reasons for the excellent performance of the 14/45 h.p. Rover, while the commodious four-door body, adjustable driving seat and gear lever, automatic lubrication of gearbox, clutch and steering gear, anti-skidding four-wheel braking system, and lavish equipment are additional points of great interest. Yet the 5-seater costs no more than £550.

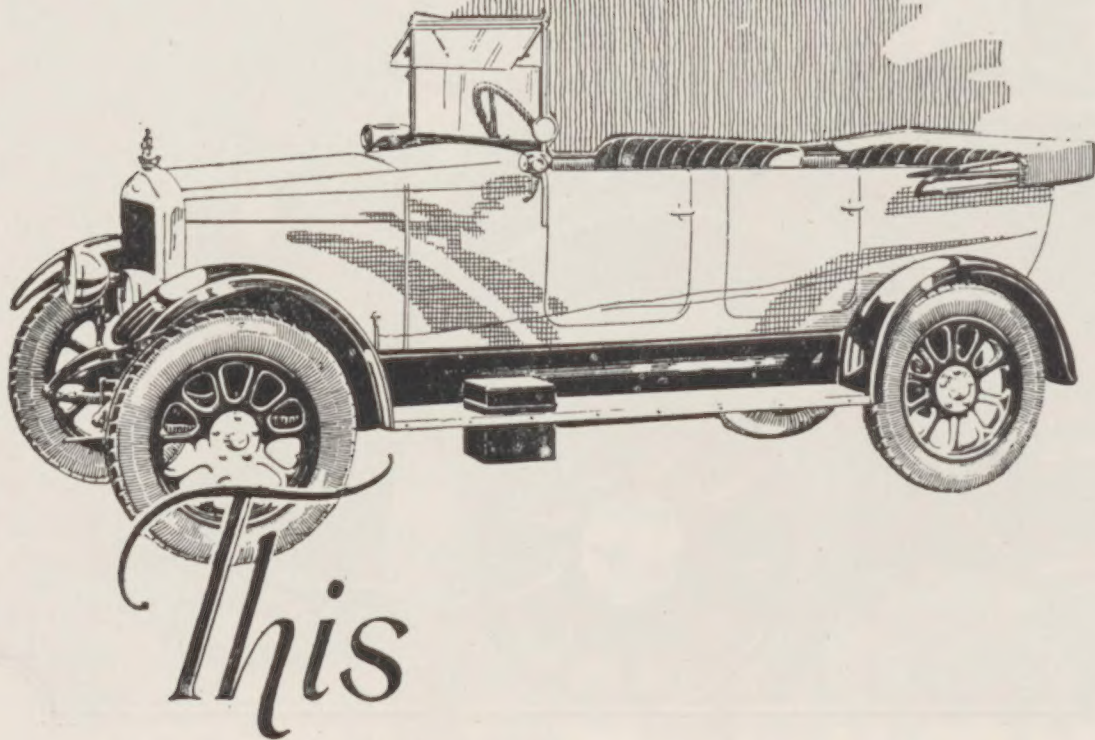
May we send you a Catalogue? Write to-day

ROVER

THE ROVER COMPANY LTD., 61 New Bond Street, W.1, & COVENTRY

ROVER IS BRITISH ALL THROUGH

VULCAN



Throws a new light on buying a car

Although the Vulcan '12' has an unusually high resale value, it is a noteworthy fact that very few second-hand Vulcan '12's' are advertised for sale. The truth is that owners find them so reliable and economical, so attractive and comfortable, that they get devoted to them and very reluctantly part with them.

Here is an unsolicited tribute received recently from Arthur H. Ruston, Esq., D.Sc., of the Department of Agriculture, Leeds University:

19th May, 1925.

"The Vulcan '12' is running splendidly. I have covered 7,330 miles since Christmas. The tyres are

almost as good as new. When I balanced up at the end of April, as I do each month, my mileage was 6,480, my petrol consumption 210 gallons, so that the car had run on the average 30.9 m.p.g.—quite a good performance, considering that it gets on all kinds of roads, in all parts of the country, and frequently in very hilly country like the Dales."

The Vulcan '12' is an investment—an unusually long-lived, no-trouble car that gives the maximum enjoyment at the minimum cost per car mile. Its superiority as a car, which depreciates *very slowly indeed* in cash value, makes it specially worthy of the attention of every owner driver.

THE VULCAN MOTOR & ENGINEERING CO. (1906) Ltd. (Dept. AR37) SOUTHPORT, LANCs.

Depots: LONDON, 118-122, Great Portland Street, W.1; GLASGOW, Hope St.; MANCHESTER, Mount St., Albert Sq.; LIVERPOOL, Old Hall Street; LEEDS, Post Office House; CARLISLE, The Crescent; NEWCASTLE, Haymarket.

Sales and Service Agents Everywhere

VULCAN

BRITISH EFFICIENCY



BRIEF SPECIFICATION

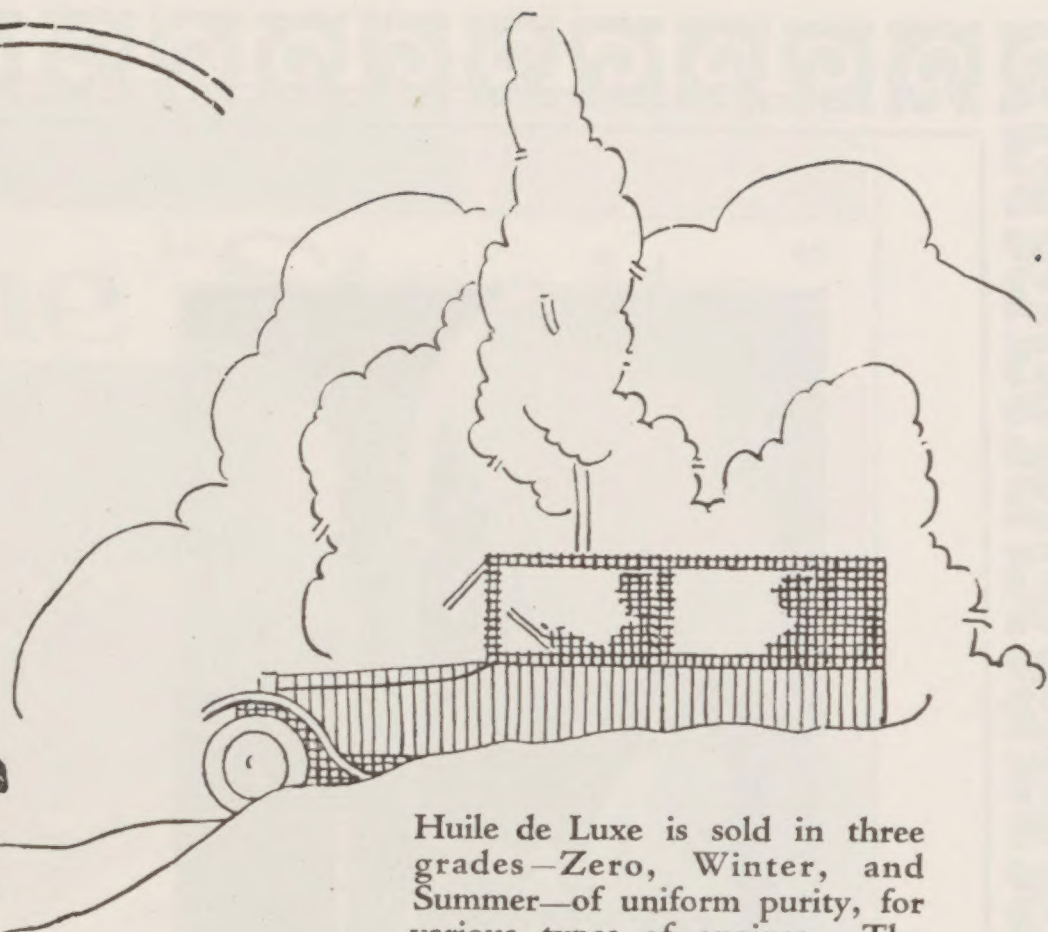
Four forward speeds. Right-hand control. Drop-forged one-piece axle case. Silent worm gear drive. Adjustable driving seat. Luxurious real hide upholstery in antique finish. Dunlop balloon tyres. Very exceptional all-weather equipment.

4-Seater Touring Model completely equipped.

£295

Standard Saloon - - - £375
Saloon de Luxe - - - 400 gns

Write for full details



Huile de Luxe is sold in three grades—Zero, Winter, and Summer—of uniform purity, for various types of engines. The difference is in consistency only. The quality and price are the same

et me write

that Advertisement



HUILE
de luxe

Prepared in three Grades
ZERO-WINTER-SUMMER



"Let me write your next advertisement. The fatty oils in Huile de Luxe mean an evenly-spread oil film over all working surfaces, freedom from the hard carbon deposits common with mineral oils, and the net result is less trouble, lower lubricating costs, and fewer repair bills."

Huile de Luxe has won hundreds of such letters of praise—unsolicited testimonials based on performance alone. Huile de Luxe is a compound lubricant that ensures a powerful and lively engine.

Send post card for booklets dealing with lubricating problems that concern every motorist

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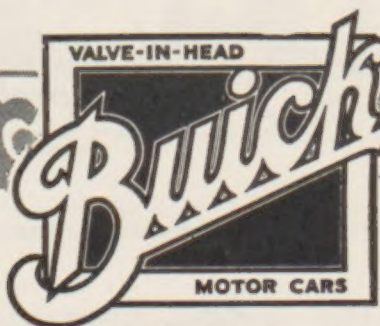
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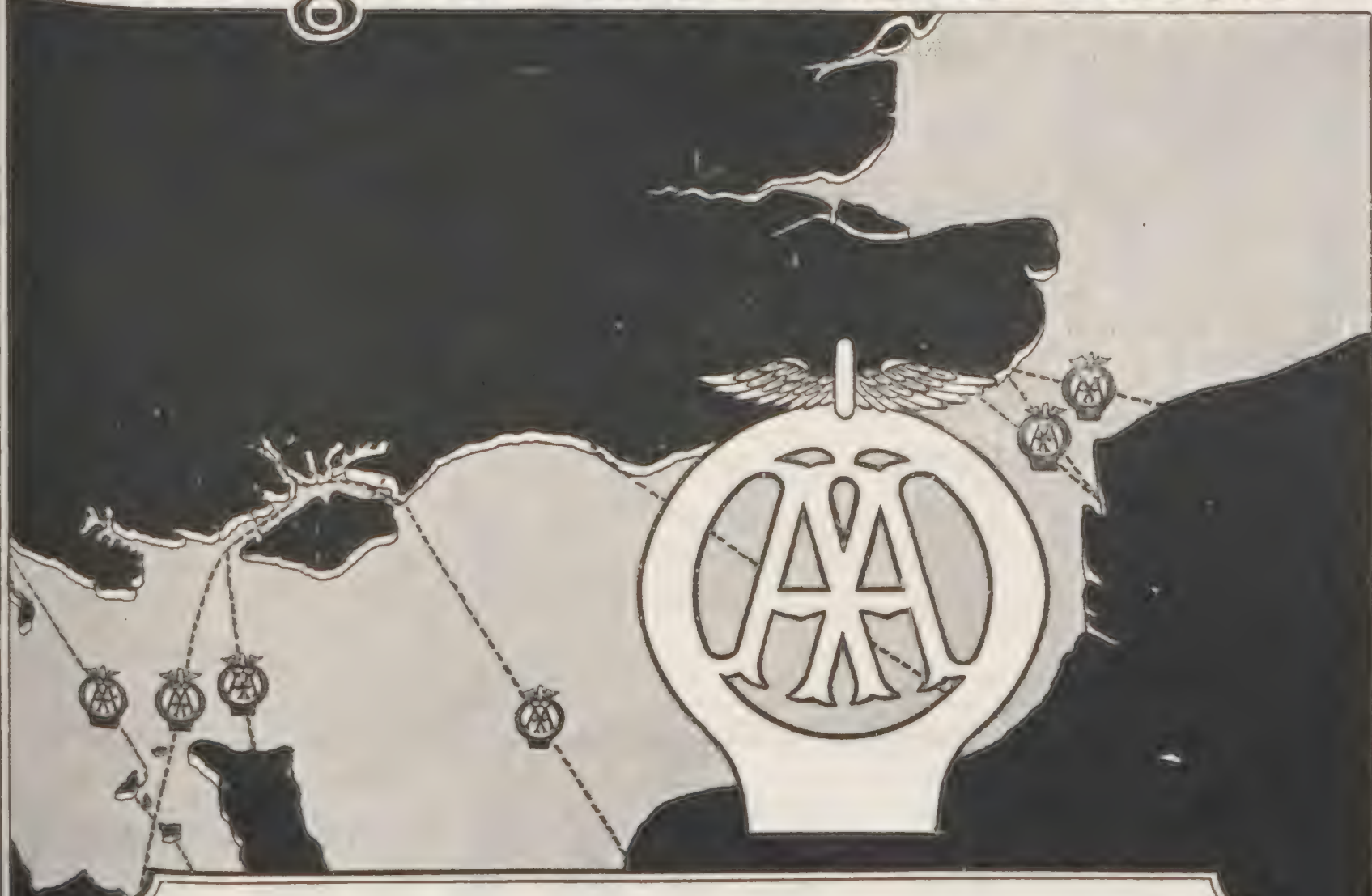
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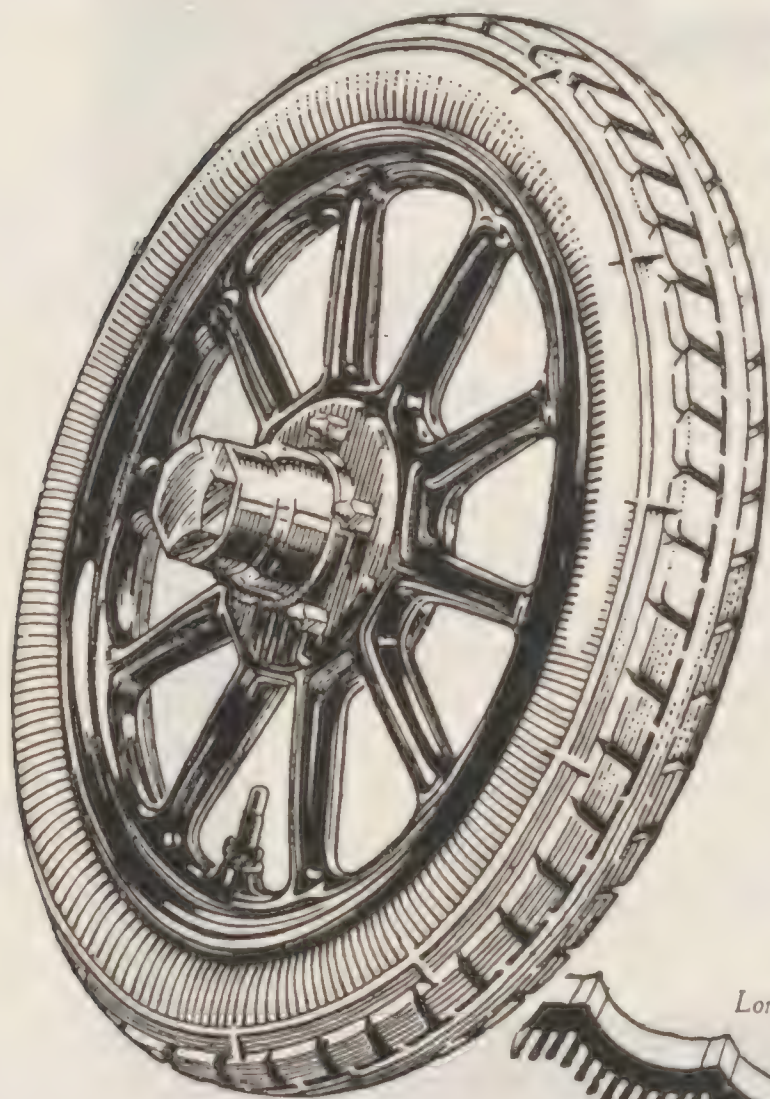
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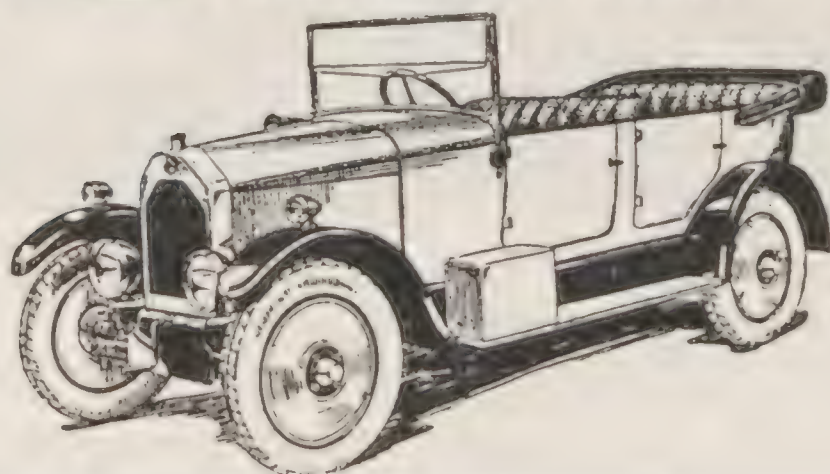
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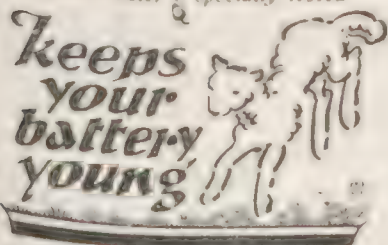
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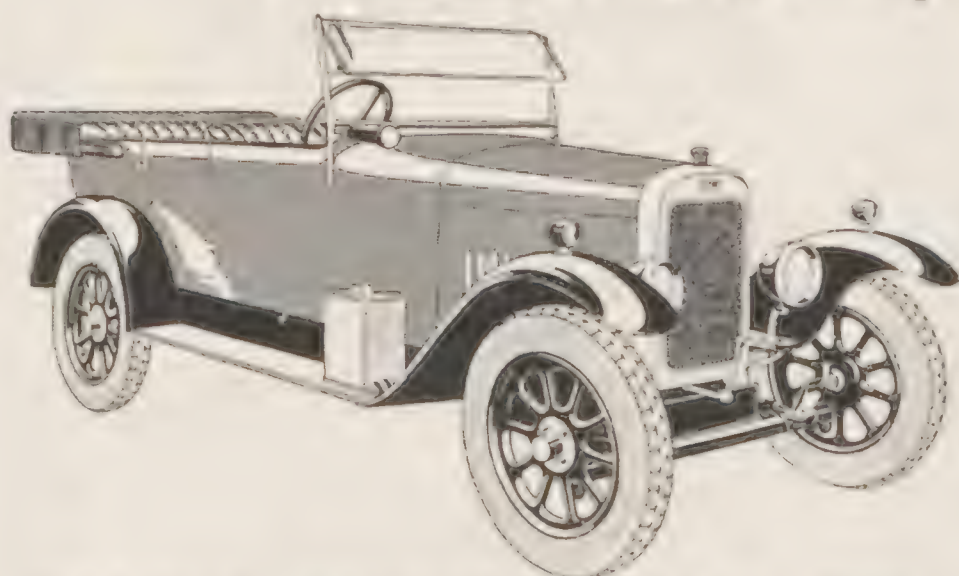
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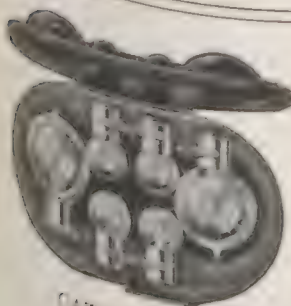
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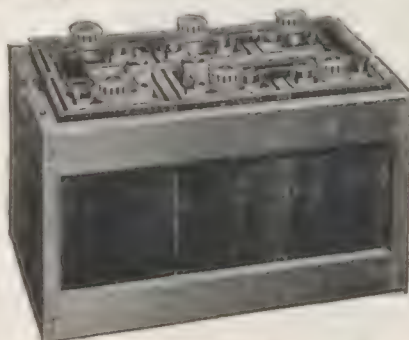
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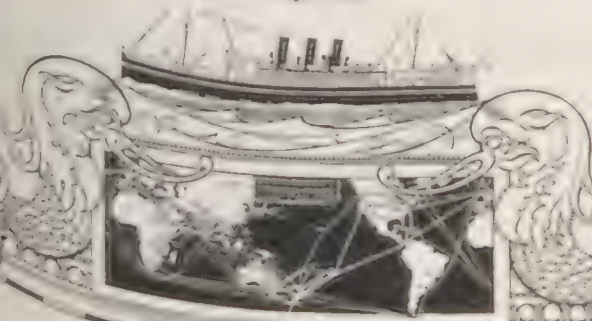
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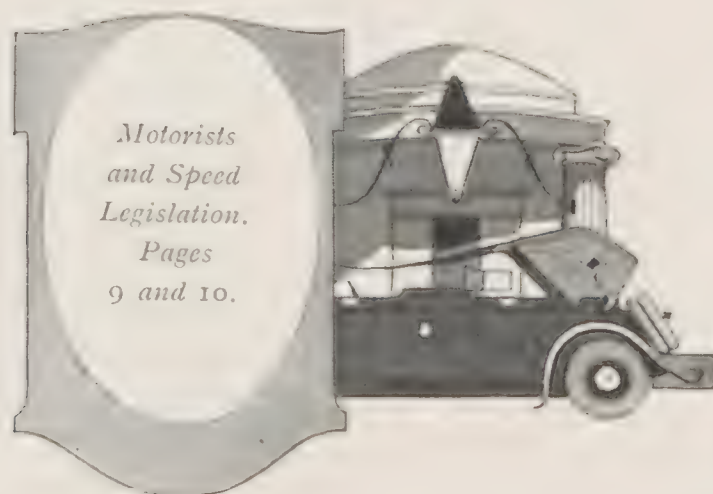
*"The
Milestones Know"*



THE MOTOR OWNER

Managing Editor :

EDGAR de NORMANVILLE



AUGUST · 1925

VOL. VII · NO. 75

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The Editorial and Publishing Offices are at 10, Henrietta Street, Covent Garden, W.C.2.

Annual Subscription, payable in advance and postage free :

Great Britain and Canada 15s. Abroad 20s.

Subscriptions should be directed to the Publisher at the above address.

The Editor will be pleased to consider contributions of special interest to the car owner, provided they are of high quality and in every way suitable to the magazine. Short illustrated articles are preferred, dealing with any aspect of private motoring, either as regards touring or the home management of the car. First-class snapshots of roadside scenes or incidents are particularly desired. All photographs and sketches should be fully titled on the backs and bear the name and address of the sender.

Contributions should be addressed to the Editor of "The Motor Owner," 10, Henrietta Street, W.C.2, and should be accompanied by a stamped, addressed envelope. While every effort will be made to return them if unsuitable, the Editor cannot hold himself responsible in case of loss or damage.

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10, HENRIETTA STREET, COVENT GARDEN, W.C.2

Telephone : GERRARD 2377 (3 lines). Telegrams : "PERIPUBCO, RAND, LONDON"



A photograph taken in the Redwood groves of Southern California. It is no uncommon thing for a Redwood tree to stand 300 feet in height, while some attain the age of 1,500 to 2,000 years. Their enormous girth may be judged by comparison with the Buick car in the foreground.



SEEN THROUGH THE SCREEN

NOTHING would induce us to give the name of the car mentioned in the apocryphal story we are about to tell; and your conclusions are no business of ours!

The owner of the 'bus in question found his chauffeur gazing disconsolately up into a tree, and, to his utter surprise, saw the car lodged in the branches. "Good Heavens! How did it get up there?" was his natural query.

"Believe me, sir, or believe me not," replied the chauffeur, "I did no more than give a turn or two of the starting handle and the little flyer leapt clean out of my hands!"

Cheap Petrol Dangers.

The usual crop of complaints from readers as to being "let down" through the purchase of inferior quality petrol has shown signs of increase just lately. We fear that we have little sympathy with such sufferers. No sane motorist would buy a "Number One Tyre" instead of a Dunlop or Goodrich, because there was a saving of a few shillings. Then why in the name of petrol go and buy "Number One"—which, in these days means nothing.

We do not in any way wish to decry genuine competition in regard to the supply of petrol. On the contrary, it is all to the good. If you like to buy Brown's petrol or "Smith's Guarantee" at rs. 3d.—by all means do so, because if it is not found satisfactory you know exactly where you are.

But to have your tank filled with "Guaranteed No. 1" without any brand name behind it, is buying a pig in a poke. And the danger is insidious, because it will not show up at once. You may find later a badly carbonised engine; heavy petrol consumption; the presence of paraffin.

We recently analysed some examples of cheap petrol "Guaranteed Number

One." Most of them were of definitely inferior quality, and some of them would unquestionably damage an engine. If petrol is fit to use, the purveyor should not be afraid to let the brand be known by a name. If you are wise you will only buy petrol or benzole with a name behind it—and therefore a reputation to make and maintain.

The Only She.

THE MOTOR OWNER'S Laureate notices that a French novelist has determined to cut out Woman from his romances, and make his "star-lady" a car.

It must be clearly understood that the editorial staff dissociates itself from the views expressed by this misguided misogynist in these verses.

There was a time when ladies fair
Quite satisfied my mood,
But now I'm through with Flossie and
Likewise with Ermytrude.
At last I've found the only "she"—
Great love for her I feel—
My sweetheart and my comrade, and
Her name's Auto Mobile.
I'm sorry for the ladies, but
I've finished with the sex,
They want just all your income, and
Your soul they crush and vex.
And so I sought a love not quite
So changeable or mocking—
My lady wears a bonnet, but,
No, never a silk stocking.

A girl's unsatisfactory,
And she depletes the bank;
You don't find her pull smoothly if
You merely fill the tank!
My "she" is just as fast a witch,
With age she won't get fat,
She won't ask awkward questions and
She never gives backchat!
She'll carry all your parcels too
(You don't find girls do that!);
She never breaks down just in front
Of some four-guinea hat.
She doesn't growl about neglect,
Or nag you when you're busy,
If I'd a girl I'd change her quick,
For even a tin Lizzie.

What About the A.A.?

The recently held annual meeting of the Automobile Association provides an opportune moment for briefly considering the work of that great organisation—and also the motorist. In his speech Lord Donoughmore stated that the membership of the A.A. on the previous afternoon had exceeded the 250,000 mark. That achievement is admirable. It is the world's record in automobile associations. It is highly gratifying from every standpoint—except one.

It is not yet enough. The membership quoted probably represents some 40 odd per cent. of the car owners of this country. By the joint claims of genuine value for money and moral equity, it ought to be substantially 100 per cent.

You are thoroughly entitled to your own opinion as to value for money. You are entitled to weigh up what you get in the A.A. for your two guineas per annum subscription. You are equally entitled to conclude that in your specific case you do not consider it good value for your money; though if you study it in unbiased fashion we cannot think you would come to any such decision.

The Moral Aspect.

But the claims of moral duty should also be your thought. If it so chances you are not a member, do you think it right that you should continue to obtain the bulk of the motoring advantages which this great organisation obtains—when obtaining them at the expense of your fellow motorists? The A.A. is always in the forefront when work has to be done to improve the lot of British motorists. The sinews of war come from British motorists—some 250,000 of them. Should we not all participate in that work? Does it accord with your views on moral equity to "let the others pay for it"? The answer is an

obvious "No." We appeal, therefore, to all motorists who for one reason or another are not yet members of the A.A. to join up. The work is needed; the work is good. The greater the membership, the greater the efficiency, and the heavier the weight of any action undertaken for our welfare.

So Songs Live.

This moving narrative was told us by a charming lady motorist. Need we add that it therefore bears the impress of sacred truth.

This in spite of certain scoffers who maintain that the C.L.M. was merely engaged in the gentle pastime of extending our pedal extremity.

The scene is laid in sylvan surroundings, which really need the daintily descriptive pen of a Wordsworth if justice is to be done.

However, you must see a beautiful country lane with over-hanging trees. You must further picture in the lane a gently moving two-seater car with the appropriate male driver and the equally appropriate fair passenger, who, in the case under review, was our beautiful informant.

Incidentally, the lady avers that the driver was her brother. It is at this point of stressed relationship, and only there, that native gallantry has a sharp tussle with incredulity.

But to continue. The driver, influenced by the beauty of the evening, the moonlight, the companionship, breaks into song. At the moment when the songster's mouth is at its widest, an envious—or disgusted—nightingale lays an egg, and it drops plump into the singer's feeding cavity.

"And do you know, my dear Mr. Motor Owner," was the fair narrator's conclusion, "my friend—er—my brother, who has always sung bass, is now a really fine tenor."

Lightning—Malignant and Otherwise.

It is common knowledge that the vivid displays of celestial fireworks, high up, and running from cloud to cloud, with which we are often

favoured in the summer, are as harmless as they are beautiful.

Forked lightning, on the contrary, is always dangerous, but not necessarily to any individual motorist. It depends as to how distant it is from the car when observed. In the first place, the mere fact of your having seen it is a guarantee that no personal harm can accrue to you from that particular flash. As light travels at 186,000 miles a second, it follows that its capacity for evil is exhausted before eyes telephone the news to cerebral apparatus.

What is more, the likelihood of a second flash occurring in the same spot is highly improbable. A big flash discharges to earth the electricity in its path and immediate surroundings.

A Useful Little Sum.

It follows that the motorist's first thought when caught in a violent thunderstorm should be: How far away is the lightning?

Here is a small effort in calculation which will furnish the desired information.

In comparison with light, sound is as the caterpillar to the swallow—it only travels a mile in five seconds. Therefore it follows that if an observer can count four seconds between seeing the flash and hearing the thunder, the danger is the best part of a mile away. Even if it were half that distance, our hypothetical motorist would have certitude of absolute safety.

When to Take Shelter.

It is lightning which is directly overhead that is really dangerous, although the degree of danger is qualified by the surroundings. If passing through a large town with tall buildings, to stay in the car is probably as safe as to seek shelter. But the contrary lightning when in open country with lightning immediately overhead. Under such conditions, it is wiser to take cover the nearest cottage, or better still, if it is raining, in the nearest corrugated tin shed.

Rain during a thunderstorm has important bearing upon the question of safety. It discharges large quantities of electricity to earth, and the wet obstacle struck by lightning, the easier the flash will pass to earth. This, of course, means less damage. As a matter of fact, there have been several cases of wet cars being struck without sustaining any damage. Dry roads and tyres insulate the car from earth, and under those circumstances, serious trouble follows an attack.

Good for Britain.

In the course of a recent chat upon motoring matters with an American friend, the subject of roads cropped up. To our surprise, he drew a comparison between British specimens and those of the U.S.A., which was distinctly in favour of the old country.

It appears that in New England, where the roads, to a large extent, have a top dressing of asphalt, "potholes" are a common occurrence in the early spring. These are caused by frost works through the asphalt in winter, and with the milder weather the under layer softens, letting the outer down.

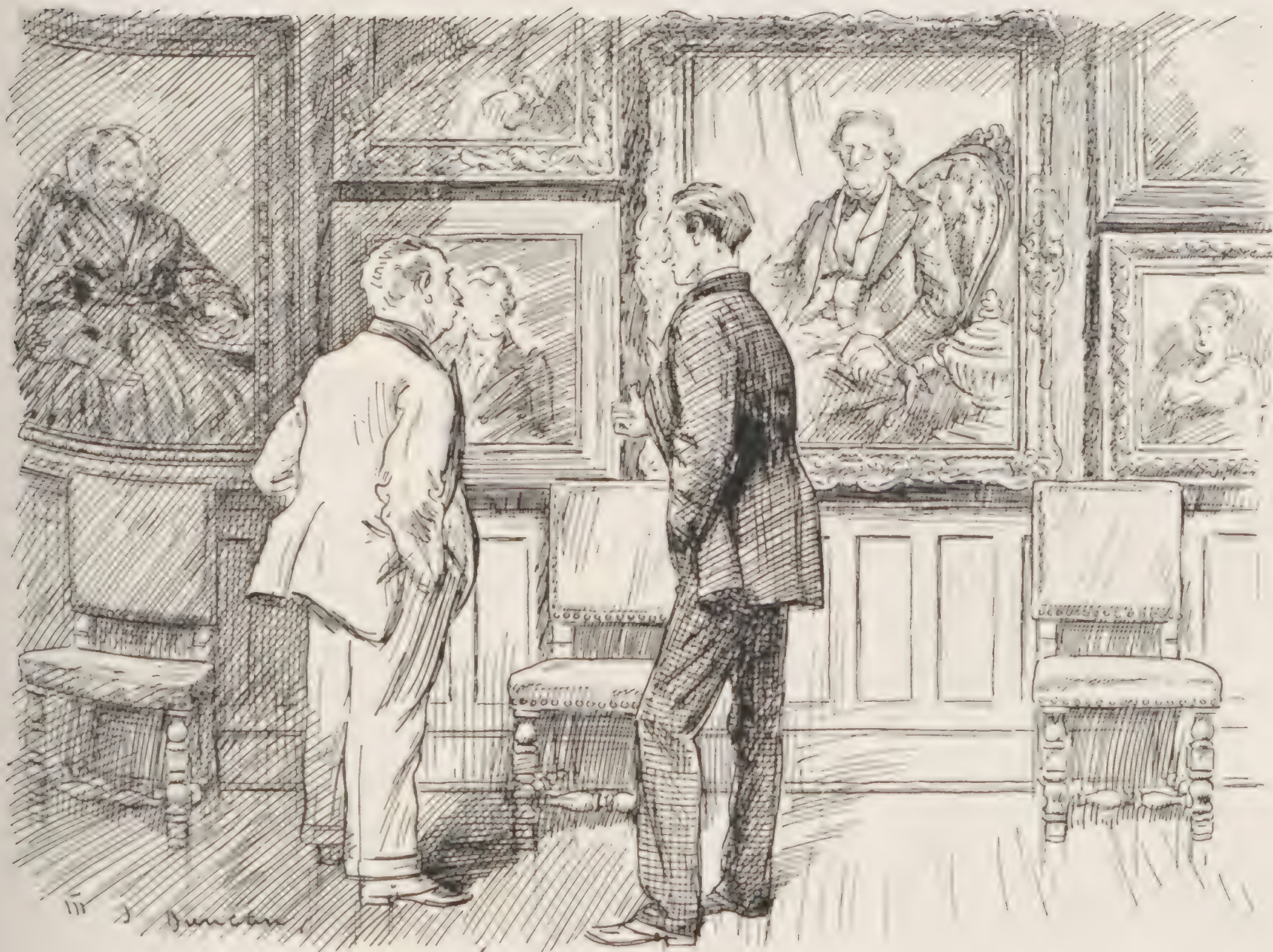
However, California with its more equable all-the-year-round climate has excellent roads.

Our friend has motored extensively on British roads during his tour, and his verdict upon them is that there is here half a mile of what in New England would be considered "ditch patches."



"What does she do, Commander?"
"Oh, about sixty knocks an hour."

OUR DISTINGUISHED ANCESTORS



Mr. Prophet Tear: "And that's my uncle Sydney. He was the first man south of the Thames to be run over by a Rolls-Royce."



DRIVING HINTS FROM EXPERTS

No. 3.—By H. O. D. SEGRAVE

"Given that the man at the wheel does not persistently want the road to himself, there is no reason whatever why he should not, by attention to some of the details I mention, become within a very short time a good driver in every way"

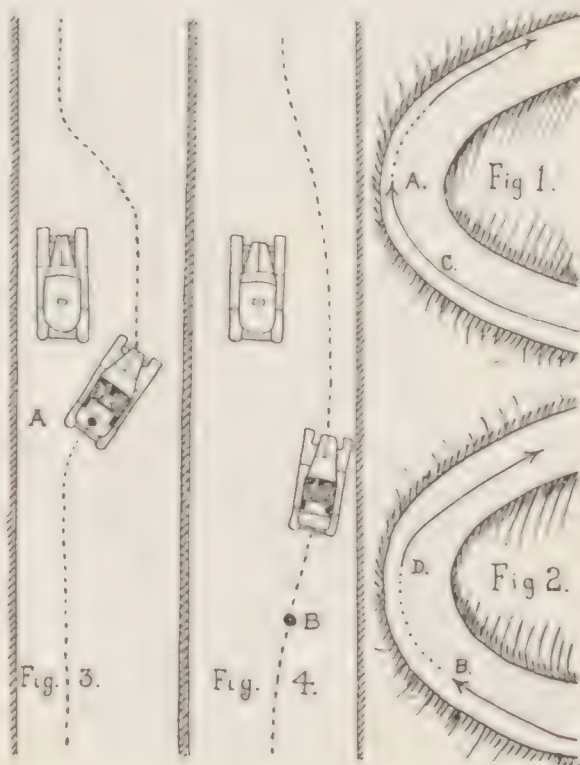
IT need hardly be said that all the advice and driving tips in the world will not convert a born road hog into a considerate motorist, but, as must be a matter of common observation, the selfish driver who takes big liberties and gratuitously exposes other road users to risk is by no means the sole cause of the accidents which have become so deplorably frequent.

Often enough the careful and gentlemanly driver does things innocently and unwittingly which make his car a source of danger. The fact that this is a mild form of bad driving does not alter the fact that it is open to radical improvement.

Let us take, for example, the case of a driver who is on a by-road which has to cross a main road. In the great majority of cases, simply because he has not thought the matter out, he will approach the junction at a slow speed and will be ready to bring the car to a standstill in case the way is not clear. He will then slowly go across the main road and proceed upon his journey. Now this method of doing things is quite incorrect; for, in general, it means that the main road is crossed with the car steadily slowing down. What the driver ought to do is to bring his car very nearly to a standstill at the point at which he can see the traffic coming in either direction. The moment the road seems to be clear he should accelerate away. In these circumstances he is always in a position to bring his car to a stop whatever should happen, and not only by so doing will he secure his own safety and that of others, but he will save considerable time.

Another case, where a careful consideration of when to open the throttle and when to apply the brakes makes all the difference to safety as well as to time saving, is in the taking of corners. I should imagine that about fifty per cent. of ordinary motorists are by no means good "cornerists," whilst about twenty-five per cent. might without injustice definitely be classed as bad in this manœuvre. Supposing we have the conditions shown in the diagram Figure 1. Here we have a car approaching a fairly sharp right-hand bend. Although he can see the sort of turn which he has got to negotiate, the average driver will not slow down until

he is more or less forced to do so. At the point C, which is on the sharp part of the curve and where the car is on the wrong camber, he will find that he has to tread pretty heavily on his brakes, and if the road is at all treacherous it is quite likely that at this point a skid will be promoted. For, as we all know, although we don't all take advantage of our knowledge, there is always an element of risk in braking on a curve and on an adverse camber. At the point A the car will have been



slowed right down and the driver from this point will accelerate. Now this is not the right way for such a corner to be taken. The good driver will slow down before he gets to the first part of the bend, so that at the point B in Figure 2 the car will be going slowly without any necessity for the brakes being held on. It will be allowed to glide smoothly to the point D, where the driver will now be able to see whether the road ahead of him is clear. From this point he can accelerate as hard as he likes, steering his car for the camber and on to the middle of the road without exposing either himself or anyone else to risk. By adopting the tactics suggested in Figure 2 he will avoid, even on the worst of road surfaces, any liability to skid; he will avoid undue wear on his tyres; he will save quite a lot of time and the whole manœuvre will have been safe.

One of the faults which far too many motorists are guilty of is the habit, to speak, of stamping on the gas and stamping on the brakes. They do everything suddenly and hurriedly, thus contravening one of the cardinal points of good driving, which is that a vehicle should be handled fluently. A car can be pulled up just as quickly by means of a smooth and progressive retardation as it can with a jerk, and the same applies to acceleration. From the point of view of safety, however, the principle of smoothness is immensely valuable. On a skiddy road stamping on the brakes and locking the wheels will prevent the car, perhaps, from being pulled up inside a hundred yards as well as most likely putting it out of the driver's control. On the other hand, progressive braking would safely pull it up in fifty yards.

Similar considerations apply to the way in which the driver deviates from his course. In Figure 3 there is sketched a method of overtaking another car which is very commonly practised by a large number of drivers. It is thoroughly bad for the car, and it is extremely dangerous for all concerned. The driver of the overtaking car will already have to be at quite a sharp angle to his normal course before he can see if the road is clear ahead. If it is not, then he must wrench his car back very sharply behind the one in front, and he will often find that he has little enough room for this manœuvre, particularly as he must do so very quickly. Again, the sharp turn at A, with perhaps a second turn back to the left side of the road, is bad for the tyres and unfavourable for passengers, whilst if the road is at all slippery it is deliberately encouraged. The proper method of passing is set out in Figure 4. Here no sharp turns are involved and the conditions of safety are all not departed from. The driver of the overtaking car at the point B, when he is quite a distance behind the car in front, is in a position to see whether the road in front is clear. He is able to pass the other car with the least possible deviation from his course, and if passing is not practicable he has allowed himself plenty of room.

H. O. D. Segrave

THE MOTOR TRADE AT PLAY



Some Snaps at Finham Park Golf Course, near Coventry.

FINHAM PARK GOLF COURSE, near Coventry, was recently the scene of a very enthusiastic gathering of members of the motor trade, contestants for the Dunlop Cup and the James Parkes Trophy, and conspicuously among the competitors were many personages whose names are prominent in the motor industry.

The morning was devoted to playing off the 93 entrants for the former event; while in the afternoon the James Parkes Trophy—a Foursome against Bogey—was contested.

A feature of the day was the many closely-fought rounds, and everyone present agreed that this year's events were even more successful than on any previous occasion. Several of the more prominent contestants are depicted in actual incidents during the play. 1, Mr. J. Calcott makes a good mashie shot out of the rough; 2, Mr. F. Parkes is seen putting on the 18th green. His partner, Mr. J. W. Baylis (third from right), keenly watches his successful efforts in returning a good card of 3-up against Bogey—though Messrs. C. D. Paul and B. J. Parker achieved one better, thereby winning the James Parkes Foursome Trophy; 3, Mr. Cecil R. Kay, last year's holder of the Dunlop Cup; 4, Mr. J. Shepperd, of Belfast, discusses a new "driver" with Mr. A. Bednell, the Organising Secretary; 5, Mr. J. K. Starley (complete with cigar and buttonhole) (Rover) signs up Mr. A. Taylor's card; 6, Mr. F. J. Keegan and his opponent, Mr. Cecil Hill, discuss the possibility of Bogey being beaten; 7, Mr. H. V. Robb, this year's Dunlop Cup winner, taking a line for his putt on the 18th green; he returned a 70. 8, Mr. H. E. Peace, who tied with H. V. Robb, is given the line to play by Mr. J. Bayley.



THE CAR AND THE CAD

By CAPTAIN E. DE NORMANVILLE

The author expresses views we all hold concerning certain motoring pests. His suggestions for their extermination contain those drastic elements which make for efficacy

WHEN Spenser wrote "A man by nothing is so well bewrayd as by his manners," motor cars and their drivers were still in the dim and distant future.

Nevertheless, if the Elizabethan poet could revisit the world in the present year of grace he would find, in the conduct of a certain section of motorists, added confirmation of his views.

There were road-cads in the sixteenth century, and the pestilent breed is still rampant, only, one imagines, even more so in the twentieth.

What is the subtle connection between swift movement and discourtesy? Herein lies food for the psychologist; we less erudite folk can but observe, and lament, the phenomenon.

Yes, painful as the process may be, one must recognise that the cad flourishes in the ranks of motordom. You find an occasional specimen of the genus in even the best golf and tennis clubs. You find him a trifle more frequently in social clubs; but if you really want to find him in great numbers and noxiousness, take your car on any main road during any fine week-end, and your morbid desire will be gratified to the full.

One must be careful to differentiate between the cad in the car and the mere bad driver, although I'm afraid, from a practical point of view, but a thin line divides them. There is, however, this distinct dissimilarity: the bad driver sins through ignorance, the cad through inherent viciousness. The former distinctly annoys, but mingled with the annoyance there is a certain amount of pity that his motoring education has been so sadly neglected.

Now in the case of the cad the pity is superseded by raging wrath. To descend to the vernacular, nothing would give you greater pleasure than to "hand him a swat on the jaw." Only you remember in the nick of time that an undiscerning law makes any such action a financial boomerang which would return and search your pockets. You decide, in fact, that he isn't worth a magisterial fine.

I trust you have noticed that in discussing the cad I have carefully kept to the masculine gender. Please do not ascribe this solely to gallantry. Perhaps innate courtesy (as a kindly critic would phrase it) or terror at facing outraged womanhood (as a detractor might say) would have kept me clear of sex complications in any case. Fortunately, however, the necessity for any such decision does not exist. The honest to goodness truth is that a Beneficent Providence has ordained that there shall be no female motoring cad. Why, the King's English recognises the fact! It doesn't provide a feminine equivalent for the obnoxious word. At least, if it does it has been discreetly omitted from the lexicon which occasionally provides me with inspiration.

No, there may be bad, or even careless, drivers amongst the motoring fair, but never, *never* a cad!

Having performed an act of bare justice in exonerating Woman from the hideous charge, let us seek the precise

definition of a real motoring I take it that any driver who seeks to gain an undue advantage on the road at the expense of his fellow motorists is careless alike of their comfort or convenience, qualifies for the unenviable status. Grant me that, and then I am afraid you will find the motoring cad at nearly every traffic stop, and in most other circumstances.

He intrudes his baleful presence when you are gently slowing your car for a traffic stop ahead by cutting across your bonnet and forcing you to undue braking effort, his object being to usurp what should be your position.

Then, again, when you and others are stationary in a traffic block, the cad who, arriving on the scene last, crawls along the line of waiting vehicles on the outside until he has got half his near front wheel in the way of some other car—and so on—his boorish way to the front.

One could go on enumerating his sins against good road manners until further orders, but it boots not. You well-bred motorists for whom I write know and have suffered from them all.

The point to consider is—what can be done to remove the cad from our midst. An attempt to regenerate him by mild means is quite hopeless.

So far as I can see there is nothing for him but the law. When a member of any branch of the community persists, after due warning, in practices which are not only unfair but also have a strong element of danger in their composition, nothing but the Legislature can stop him.

If I were framing the legal clauses destined to scotch the activities of the motoring cad they would read thus:

For the first offence, a fine of £5; for the second, imprisonment without the option of a fine; the third, much more imprisonment combined with the permanent withdrawal of his driving licence. And I should be rather inclined to gird at my own mistaken clemency in introducing the first two penalties instead of relying solely on the last!



HERE COMES THE BRIDE.

When marriage and divorce procedure takes a tip from one of our up-to-date motor car factories.

LEGISLATION AND SPEED CONTROL

By SOMEONE IN WHITEHALL

In this article you get some real inside information as to what is happening in the land of Officialdom. And that is the reason why the author adopts his very indefinite pseudonym!

"SOMETHING ought to be done about it," they are saying. Each year that old cry goes up when a series of motor accidents are luridly reported. In Parliament somebody says something about it: out of Parliament much or little is said about it, depending on how the public mind is occupied by other matters.

Very few people have a clear idea as to what should be done, or could be done. They have only a vague notion of what is wrong, and their methods for remedying the defect are usually quite impracticable.

The most general opinion is that motor vehicles travel very fast, and on to this factor of speed is loaded all the ills which can be traced to modern motor traffic and of motor reform. We thus find almost every reformer concentrating on speed. If only it could be made to go slowly, they argue, then the chief danger would be removed.

Parliament reflects the public mind, and the Government departments, although they rule Parliament, keep a watchful eye on the public antics. So there comes into the places where laws are made a current of influence which is conveniently labelled "public opinion."

On the subject of motor speed regulations the desire for reform has been expressed as well by motorists as by the general public, and by politicians, legislators, and Government officials. They have all dabbled with new systems and new laws intended to solve the difficulty.

The principal systems seriously investigated are:

(a) The speed limit of 20 miles an hour, and lower speeds in certain areas, as at present;

(b) Abolition of a speed limit for the "dangerous or reckless" road, but "dangerous or reckless driving" to be an offence, heavily punished by imprisonment;

(c) A speed limit of 30 miles per hour on the open road, and lesser speeds in specified areas.

Opinions are divided in an extraordinary manner over all these proposals, for when they come to be closely investigated it is evident that none of them is perfect. Even amongst motorists there is not unanimity. All drivers are opposed to police traps, and a strong body of motoring opinion backed by

the motoring organisations has put forward the suggestion that the speed limit be removed, in this way abolishing traps. But as a safeguard had to be put in which would give the police power to act, there has been a stiffening of the existing regulations with regard to "reckless or dangerous driving."

At present the police can prosecute for reckless or dangerous driving; but the cases are relatively rare, and the

police find a safety valve for their activities in the trap. It is far easier to work a trap than to elaborate a charge of reckless or dangerous driving, and as the penalties of the trap are milder, the motorist prefers to be trapped rather than charged with reckless or dangerous driving.

Many motorists, therefore, look with concern on the plan to abolish speed limits and traps, and give the police new powers and penalties when they concentrate on reckless or dangerous driving. Human nature being what it is, there are bound to be hard cases if the police can only bring one charge, and that a serious one, with liability to imprisonment, against a motorist.

The Government departments which have been considering motor speed regulations have come up against the bewildering difficulty of defining "reckless or dangerous driving" so that the most ignorant policeman will have clear and fair instructions to go upon. To establish a case two police officers may be required to agree that a certain car was being driven in a reckless or dangerous manner.

Now here arises an obvious danger. Any person may form an impression or opinion, and one's impression or opinion of the same occurrence may vary very much, for it may be influenced by the state of mind of the person forming the opinion, and it may be influenced by his health, his emotions, his instructions, his surroundings. In short, an opinion is a very dangerous weapon for a policeman, especially on such a technical matter as motor speed and the danger of such speed.

In the pre-war days of motoring the law makers would not have been concerned about the fallibility of the policeman's mind, but a very curious development has come about of recent years; and here, I believe, we have the secret revealed why there is so much delay in reforming motor speed laws. In the old days the motorist was a fellow of small importance, and the mass of the public regarded him with something like hostility. But now motoring is general, and any new speed regulations would hit at the lowest as well as the highest in the land.

It may be only a joke for a Cabinet Minister, or a judge, or a magistrate to fall into a police trap, for he settles

APPRECIATED APPRECIATION

THE MOTOR OWNER has been honoured with expressions of appreciation from H.M. The King; H.R.H. The Prince of Wales; H.M. Queen Alexandra; and H.R.H. Princess Mary, Viscountess Lascelles.

Some further expressions of appreciation from readers are appended.

From The Marquess of Ailesbury.

"It is a very well-got-up journal and most useful."

From The Earl of Cardigan.

"I consider 'The Motor Owner' quite at the head of its class. You have the happy knack of making your articles instructive, and also most readable and interesting."

From Lord Garvagh.

"It is a very artistic production and must appeal to all motorists of discriminating taste."

From S. F. Edge, Esq.

"I have carefully read through 'The Motor Owner'—a very nice production indeed, and I congratulate you."

From P. Charnaud, Esq.

"To interest, instruct and amuse the average owner of a car—as different from the motoring 'fan'—'The Motor Owner' is unquestionably the finest publication extant."

From the Hon. Librarian—Club.

"Most of our members are motor owners, and undoubtedly yours is the best publication of its kind."

From M. A.

"It is a very admirable production. The make-up is good; the printing is good, and the matter is good."

the matter by a contribution to the rates. With so many Distinguished Personages now on the roads at all hours it has become a very delicate task for the police to work their traps and cause no offence in high places. A trap, in fact, gives some scope for selectivity, and its position can be hinted at. No well-informed Personage need ever be trapped.

But if the police are concentrated on "dangerous driving" cases they will have a roving commission, and they may make very awkward captures. If some Personage's car is deemed to be driven dangerously, then it is a case in which only serious penalties will be allowed, and these penalties extend to imprisonment. With our vastly increased Civil Service, and the rapid spread of motoring amongst statesmen, politicians, officials, and their wives, there is bound to be terrible trouble if the police all over the country are set to form opinions on reckless and dangerous driving. Through a run of bad luck half the Cabinet, or some of the "Biggest Pots" in Whitehall, might be called up for trial under the new regulations and be liable to imprisonment.

Thus the decision to change the present happy-go-lucky arrangements is held back for further and further consideration, and the police make a show of activity with their traps, and as usual the boobies mostly get caught.

Some day a legal genius may be able to define "reckless motoring" in such a manner that the police cannot make distressing mistakes, for whilst there is no desire on the part of Distinguished Personages to travel as road hogs, they realise that a car can travel with perfect safety at more than 20 miles an hour, and the police are inclined to confuse high speed with danger.



CAPTAIN: "What's the trouble, mate?"

MATE: "Dunno, Cap'n, but we're becalmed."

The "boomerang" effect of severe speed regulations will not be openly admitted by officials, of course; but it remains, in fact, one of the great temporising and delaying causes. Already magistrates, judges, and well-known politicians have fallen into police traps, and both the police and the authorities are worried about catching the wrong people. But there is the safeguard that as the legal speed limit

is a polite fiction, there is no crime or loss of dignity in being trapped and fined.

It is when the police can only prosecute for "dangerous driving," and when magistrates have no alternative but dismissing such charges and inflicting imprisonment, that the real trouble will arise, and for the reasons I have already given no confidence can be placed in police and magistrates in dealing with what is a highly technical matter.

Thus the probable course of things will be to drift along with the present speed limits and make a play with traps to meet the public demand. Complaints about motorists slacken, then traps will become less active, but if there is Press and public outcry about wicked motorists, then the traps will become busy again.

Later, if forced to further reform, the authorities will most likely increase the speed limit on open roads to about 30 miles an hour, and stiffen up the regulations about dangerous driving in urban areas. There is a possibility of penalties being increased, with the proviso that motor cases could go before

a jury, and there is also the suggestion of more traffic courts. All these will be tried before the legal speed limit is moved and dangerous driving made the offence. The authorities on the whole are not anxious for any drastic change from existing methods, and are short of some really able development to force their hands. The first and most likely change will be curbing the speed of omnibuses, lorries and trade vehicles. There will be no boomerang effects here, and a good case can be made that these heavy and solid-tyred vehicles not only endanger the public by excessive speed but also destroy the road quickly.



"Found an old copy of THE MOTOR OWNER, Bill?"

"No—just trash, old dear, nothing but trash!"

MISGUIDANCE FOR MOTORISTS

By CAPTAIN P. A. BARRON

Following the example of many of our brightest motor noters, I propose this month to provide hints for those tourists who have not yet decided in which districts they will pay their fines this August

IN whichever direction they travel they will find the roads in much the same condition, except in a few directions in which they are worse, and, providing that they avoid the new arterial roads, the daily expenses and fines will be about the same everywhere.

Weather statistics are notoriously unreliable, so should be disregarded. A district noted for a low average rainfall is just as likely as not to be trying to bring its average up to scratch during the touring season, and *viva voce*, as the pedants say.

Nothing, therefore, need influence the tourist except personal predilection and past experiences. If last year he went to Scotland, and remembers the cloud-charges in August, and the cloud-scots which are known locally as Scotch mists, it is probable that he will try Devonshire this year; and, if last year he found the Devonshire lanes practically red canals, he may steer for the Welsh mountains, where the rainfall is so regular that he knows what to expect.

It is useless to consider weather. There was once a motorist who owned a fast car and was determined to enjoy sunshine during his holiday, so he had the Air Ministry's reports telegraphed to him each morning. If he was told that an isobar was approaching from the east he stepped hard on the accelerator and was informed that an anti-cyclone was beating up to windward from the west he made a beeline eastward again. His wild career was ended by a collision with a watering cart that was laying the dust during a day when steady rain was prophesied over the whole of England. His fate should be a warning. The sensible tourist should be a fatalist. He should hope for the best and prepare for the worst, and he is sure to get it.

Undoubtedly a taste for archæology is a boon to the touring motorist, as in wet weather he can visit inns in which Queen Elizabeth once slept, or endeavour to see all the ancient cottages in which King Charles hid after letting the cakes burn at Flodden Field.

All good guides, therefore, provide much information for the antiquarian.

Following the conventional style,

let us review some of the districts most favoured by motoring tourists.

We may begin with—

THE LAKE DISTRICT.

The Lake District is so called because there are a number of lakes there, so no other name would suit this poetic land of peaceful blue waters so well.

Some of the lakes are quite large, some small, and a few are middle sized; so they suit all tastes. It was by the side of one of the most beautiful medium-sized lakes that Lord Tennyson wrote "The Pools of Silence," though this is disputed by some historians, who accuse Sir Walter Scott who intended it as a sequel to his "Lady of Shalott."

Be this as it may—and most likely it is not—the Lake District shares with Sussex the honour of having been one of the undisputed birthplaces of the poet Shelley, who wrote "We are Seven" after he had met the attractive young maiden who:—

"Took her little porringer
And ate her supper there."

To turn from the realm of poesy to practical facts, the best way to reach

the Lake District from London is to drive along the Edgware Road and continue for a day or two in a nor-nor-westerly direction until the people begin to talk Lancashire. The language can be recognised at once by its incomprehensibility. The natives are said to understand it, but this seems doubtful, as signboards and roadside advertisements bear English inscriptions, and if the people could read Lancashire such notices would surely not be translated.

Before reaching the Lake District the tourist must pass through some extremely populous districts containing vast cotton mills in which people called operatives operate when they are not drinking champagne at Blackpool.

It is not generally known that Manchester is in Lancashire, but the whole county should not be condemned on that account. Manchester men are fond of saying that what Lancashire thinks to-day England will think to-morrow, and if this is true the thoughts of England regarding present-day Government will shortly be unprintable.

There are no lakes in Manchester, and the scenery of the Ship Canal does not compare favourably with that of the Rhine or the Danube.

Having now dealt exhaustingly with the entrancing beauties of these limpid blue waters in which the mountains of the glorious Lake District are mirrored, let us consider our review of the enticing touring grounds which lure motorists ever onward in search of other places.

THE SCOTTISH HIGHLANDS.

Undoubtedly, the best way to reach Scotland is to hire a sleeping berth in a night express, quaff a powerful opiate and hope for the best.

The motorist who insists on travelling by car should ask a policeman to direct him to the Great North Road, which can be recognised by miles and miles of enormous telegraph posts stretching to infinity along a highway which is so straight and safe that it is worth hundreds of thousands of pounds annually to the police courts situated in the towns and villages through which this racing track is ruled.

The recognised way of driving on



M. André Citroën, who organised the Central African motor car expedition, which has now been brought to such a highly successful conclusion

the Great North Road is to keep the accelerator pedal hard down until the water boils in the radiator. One is then signalled to stop by a policeman who takes name, address and number of car. One then proceeds in the same manner until the next trap is reached. Serious overheating is thus avoided, and if the duration of the tour is nicely judged the various courts can be visited on the return journey so that the expense of a second tour in order to pay the fines incurred during the first may be avoided.

There is a legend about one motorist who years ago hogged it on the Great North Road in an O.H.V. 'bus with an aluminium body complete with racing tail, and since then his entire life has been spent on this highway, as every time he motors to pay a fine he incurs others on the snowball principle. He is rather like the Flying Dutchman who cursed a certain sea, and one is led to believe that he must have used many of the same words.

Provided that the tourist on the outward journey escapes summary arrest, it is probable that in time he will reach the famous smithy at Gretna Green where eloping couples had their fetters forged by a blacksmith parson.

It is a great pity that the pleasant custom of eloping to Gretna fell out of favour before the introduction of the motor car. The sight of a runaway pair in a sporting runabout pursued by the typical Heavy Father in the family saloon would have been stimulating.

And think of the testimonials that motor car manufacturers would receive! For instance:—

"To the 'Honeymoon' Car Co., Ltd.,
Great Portland Street, London.

"DEAR SIRs,—You will be pleased to hear that during my recent successful elopement my 15 h.p. 'Honeymoon' car, following the standardised route from London to Gretna Green, and fully loaded with bride, trousseau and driver (myself), frequently attained 85 m.p.h. on the level. Our average speed over the measured course was 61.9 m.p.h., thus beating the former Gretna record by .3 m.p.h.

"We were pursued over the entire route by the gentleman who is now my Father-in-law. He drove a 30 h.p. 'Blatherskate,' which, though rated

at twice our h.p., never got within gunshot of us.

"We reached Gretna with ten minutes in hand, ample time for the ceremony, and when the 'Blatherskate' arrived at the smithy, we, the happy couple, were just ready to move off again. We got off the mark so quickly that a boot flung after us for luck by my Father-in-law failed to reach me, and I think this speaks well for the acceleration of your car.

"I strongly advise all elopers to put their faith in your well-named 'Honeymoon' Gretna model.

"You may make any use you like of this unsolicited testimonial on the usual terms. I may add, in confidence, that we are rather hard up, as both our families have disinherited us.

"Yours truly,

"A. LOVEBIRD."

I think I have now given sufficient useful and practical information about the Scottish Highlands. Objects of interest are Ben Nevis, Ben Lomond and Ben Tillet, but the finest sight in Scotland is the famous Mountain Dew.

TOURING IN THE IRISH FREE STATE.

Oh! No, No, Nanette.

THE LAND OF THE LEEK.

The leek is the floral emblem of Wales, and it was adopted because it is a species of onion with a more delicate bouquet than the type common in England. It is loved by the Welsh because, being edible, it can be put to practical use after it has served as a nosegay on St. David's Day, whereas

nobody eats shamrock and very few thistles.

Wales is famous for its coal strikes. Mr. Lloyd George, and its method of spelling topographical names to such length that on the smaller railway stations the beginnings and ends of the names have to be built out on trestle beyond the platforms.

The Welsh method of naming a place is to describe it at length and run all the words together. Thus the English equivalent might be "Thesmallville in the valley by the church of St. David's hill."

Tourists should endeavour to master the language. A useful rule to remember is that double L, "ll," is always pronounced differently in each name except when it is preceded by the vowel sound "W," as in our word "cwm," which in Welsh would be spelt "cwm." Try this rule on such a simple name as "Pwllheli," and you will make an entirely inaccurate guess at the pronunciation with absolute certainty.

The only thing I remember about my last tour in Wales was a story told me in an hotel smoking room to illustrate the simple nature of the people.

It was about a Welsh miner who was very ill. His wife went to the Parish Doctor, who, being busy, told her to take her husband's temperature and return.

The poor woman had no thermometer, so she put a barometer in the miner's bed. The instrument immediately registered "Very Dry," so she gave him a pint of beer and next day he was well enough to return to work.

The following answers to correspondents will be of interest:—

(Can you tell me the best route from Grosvenor Place to Bethnal Green?—A.B.B.)

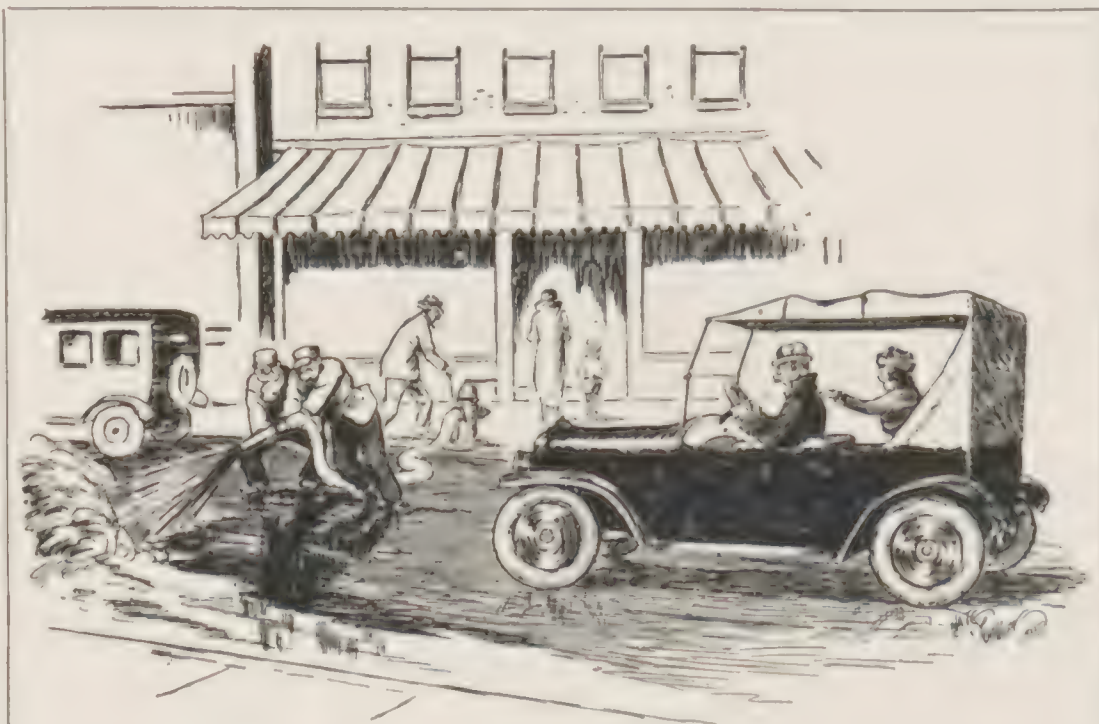
Answer:—Certainly not. You ought not to wish to go to Bethnal Green.

(Is Scotland hygienic for an asthmatic motorist who drives an all-weather car?—D.F.A.)

Answer:—No. I have a 1924 of an unknown make. It is a single-cylinder and no obvious defects except that it frequently catches.

Do you think it would be suitable for a Highland tour?—B.H.)

Answer:—Yes. Insure it and return by train.



ECONOMICAL WIFE: "Drive up close, Edgar, and get the car washed for nothing."

THE CENTENARY OF BENZOLE

One of the many scientific achievements of Michael Faraday was the discovery of Benzene on June 16th, 1825. How much—or how little—of its uses 100 years later could he foresee? Almost certainly the motoring end would not have been in his mental vision

To the bulk of ordinary motorists we may speak of Benzene and Benzole as being the same fluid, even though the chemist would cast a critical eye of disfavour on us for so doing. But for our immediate objective they are synonymous. On June 16th, 1825, Faraday made known his discovery of benzole to the Royal Society, and on June 16th this year of grace the centenary of that far-reaching discovery was celebrated with fitting honour at the Royal Institution and the Goldsmiths' Hall.

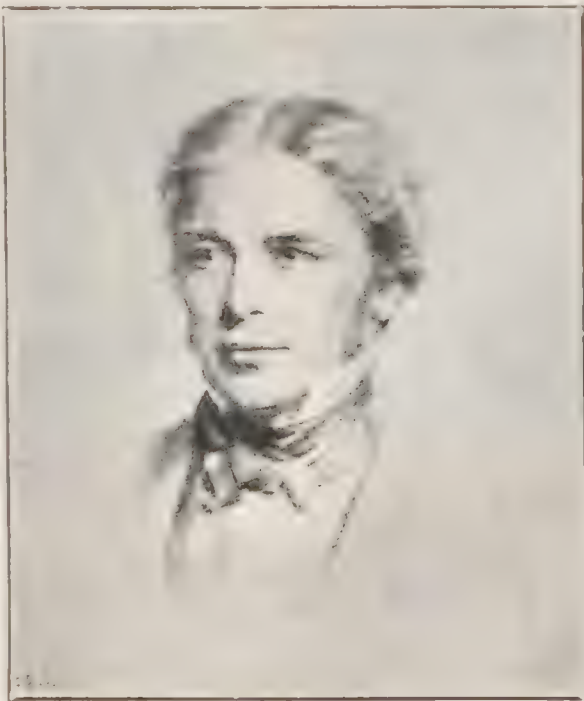
Faraday was born in 1791 and died in 1867. Though the son of a blacksmith, he made many scientific discoveries which have had far-reaching effect in the worlds of science and industry. It was in the laboratory of the Royal Institution that in 1825 he discovered the Hydrocarbon benzole, as he termed it in its then depression of ordinary coal gas. Until about 1881 coal tar was the only commercially available source of benzole supply.

In those early days we exported the vast bulk of our benzole production to Germany and France. Whilst it was used primarily in the production of aniline dyes, the Germans used a small proportion as a motor fuel—sometimes itself and sometimes mixed with alcohol or even industrial alcohol.

But little further progress was made in this valuable by-product until a few years before the Great War, when the present writer (such is his modesty) started a campaign for the use of benzole in this country as a motor fuel.

Over and over again I approached the Government and had questions asked in Parliament as to the need for developing benzole supplies as a source of fuel for manufacturing purposes and for manufacturing purposes for war. And I was often asked the questions, "What is the answer?" or "What is the negative answer?"

The British motorist



Michael Faraday, D.C.L., LL.D., F.R.S.; from the drawing by George Richmond, R.A.

had begun to taste the charms of benzole as a motor spirit. And the ever, though slowly, growing demand for benzole from motorists proved a valuable stimulus for increasing the supply. Then came the Great War, and the nauseating reiterations of Officialdom's "No" to increasing benzole supplies changed to a frantic "Yes," and every lever was pulled to increase the production of that super valuable "by-product"—Benzole.

And now in the after-war days, we find the National Benzole Association

caring for the welfare of British benzole. It early recognised the need for adopting a standardised formula to ensure the maintenance of a quality of fuel in every way suitable for average motor car usage. At the present time there are three chief grades of benzole produced in this country, known respectively as (a) 90's (pronounced ninetyties), (b) pure benzole, and (c) motor benzole.

The production at the present time is in the nature of some 22,000,000 gallons per annum, the vast bulk of which is obtained from coke oven plants, and the biggest proportion used as motor fuel.

The problem of creating an effective scheme for the distribution of British benzole did not come directly under the province of the Association, since the marketing and transportation was a commercial proposition entailing large and expensive capital expenditure. The National Benzole Company, Limited, was, therefore, organised for this purpose as an independent body working in the interest of the whole of the benzole industry.

The British motoring public, as a result of carefully planned and well-directed propaganda, have come to realise the enormous value of benzole as a motor spirit. In fact, so successful has it been that in order to conserve the supplies of benzole for more extensive distribution, it has become the practice to mix it with a varying percentage of petrol, and this fuel is now known by motorists as Benzole Mixture.

National Benzole Mixture is one of the most popular motor spirits. In petrol there are 131,400 British thermal units per gallon, whereas in benzole there are 156,640 B.Th.U. per gallon.

And now—100 years after Faraday's great discovery—one is left wondering how much of to-day's chief usage of benzole he could visualise. Probably not that fine distribution organisation which now permits the motorist to buy National Benzole Mixture in practically every corner of the country.



A portion of the historical apparatus of Michael Faraday in the Royal Institution.

WHO'S AWAY A-WHEEL

Picturing the Picturesque



1.—Happy owners of the Clyno Saloon, snapped in pleasant surroundings. Clyno cars have gained considerable popularity among motorists, both new and old; their ever reliable and economical performance, undoubtedly, accounts for this happy fact.

2.—To deal more effectively with modern traffic difficulties, all narrow streets in Coventry have been treated in the manner shown. The car is one of the new 30 h.p. 6-cylinder, seven-seater Armstrong Siddeleys.

3.—This fair owner of a 13.9 h.p. Overland follows a very interesting hobby. She is a connoisseur of quaint features of the roadside, and is seen by the ancient "lock-up" at Wheatley, Oxfordshire.

4.—The 20-60 h.p. Sunbeam five-seater is a real family touring car, and our picture illustrates this to a nicety.

5.—There was a little argument in progress here as to the proper method of filling the radiator. There seems to be little difference of opinion existing, however, in the matter of keeping cool bodily! The car is a Flint Super-Six.

6.—Here we see the rear screen of a Dodge Brothers touring car being used to further advantage—as an improvised luncheon table.



PEOPLE AND THEIR CARS

A Motoring Medley in Pictures



7.—An Indian sportsman's fleet of Rolls-Royce cars; those of the Maharajah of Jodhpur (a famous polo-player) taken at Wimbledon, where His Highness was recently staying.

8.—Mrs. John Leeming at the wheel of her new Rolls-Royce sports car. Mrs. Leeming is the wife of the Chairman of the Lancashire Aero Club, and is well known in the flying world.

9.—"All-weather comfort" is a prominent feature of Renault cars, and the owner of this 17.9 h.p. model, snapped in picturesque Shere, Surrey, was quite unperturbed by the storm he met.

10.—Few tolls are in operation nowadays, and such inactive relics of bygone times as depicted in our picture, an ancient toll on the Portsmouth Road, brings to mind the joys and freedom of the modern highway.

11.—Miss Violet Lorraine is a very keen motorist and is here seen at the wheel of her Sunbeam touring car in Hyde Park.

12.—His Highness Sac On-Kya, the Kyem-mong of Hsipaw, and heir to the reigning chief of the Shan States, with his wife in their new British-built Overland.



MOTORISTS AND LOCK-UP GARAGES

By A BARRISTER-AT-LAW

The Motorist who rents a lock-up garage automatically takes on a number of responsibilities; yet how many tenants are aware of this fact? Motor owners should therefore acquaint themselves with the laws concerned, by reading the following notes from the pen of an authority on the matter

THE lock-up garage is a comparatively new introduction to motorists, and it is not strange that motorists should be under some misapprehension as to their exact legal rights.

Motor owners have been used in the past to placing their cars in a general garage with other cars, and receiving a printed acknowledgment or ticket from the garage owner, which confers a somewhat similar right upon the motorist to that which the law gives to a person who places a parcel in a cloak-room: that is to say, when a motorist places his car in a general garage he looks to the owner of the garage to be responsible for the safety of the car, and to be answerable for all injury to the car which was caused by any lack of care on the part of the owner or his servants.

Now in the case of a lock-up garage there is a great deal of difference, for it must be understood that when a motor owner hires a lock-up it becomes his own property in the same sense as a house which he rents becomes his own; that is to say, all property within the lock-up is not under the care of the landlord, but under the care of the lessee.

A motor owner who places his car in a lock-up has therefore no garage proprietor to look to in case any unforeseen damage should be caused to his car while it is thus stored.

Lock-up garages confer certain advantages upon motor owners in that they are in many cases cheaper. There is a sense of property and seclusion, besides the greater freedom, than can be obtained from placing a car in a general garage. But motor owners should consider the disadvantages of lock-ups as well as their advantages before availing themselves of such conveniences.

A case was tried some years ago in the courts, in which the tenant of a lock-up shop in an arcade brought an action against the landlord of the shop on account of the loss of certain property by burglary. In spite of the fact that the landlord had provided iron gates at the end of the arcade, for the protection of the lock-up shops

at night, and these gates had been broken open, nevertheless the Court said that the landlord was not responsible for the care of property in a lock-up shop.

This, therefore, illustrates exactly the position of the tenant of a lock up garage.

The duties of the tenant of a lock-up are the same as the tenant of a house. He must keep the place in tenantable repair. He is not responsible for ordinary wear and tear or for decay of the structure through age, but he must repair broken windows, doors and the roof. He must, in short, keep the place wind and water tight, and if the wood-work rots through being unpainted, he is liable.

The landlord is only bound to keep in repair that portion of the premises under his control. The road into the garages and the common drain for the wash-down would be under the landlord's care, but the cement bed of each garage and the drain inside each garage are the tenant's responsibility.



"When shall we three meet again?"

The stalwarts of road control snapped in unison—the A.A. man; he of the R.A.C.; and the Man in Blue.

If the premises are burnt down by fire, the tenant must still pay the rent, and the landlord cannot be made to rebuild the premises.

An important advantage to the tenant of a lock-up is that a repairer can exercise no lien over a car which is in a lock-up.

It will be remembered that where a motor owner leaves his car for repairs in a general garage, the repairer can hold the car until payment is made for the work, but this right only applies while the repairer keeps the car in his possession. If he lets it go out of his possession, he has no right or lien.

A car which is in a lock-up is in the possession of the tenant of a lock-up, and the repairer has no right over it. Even where the motorist has a maintenance agreement with a repairer, the repairer can exercise no lien so long as the car is out of his possession.

The landlord of a lock-up can never, seize all goods within the premises to pay any arrears of rent.

A motorist, therefore, who desires to throw the responsibility for repairs on to the owner of the lock-up, should make sure that a properly worded written agreement is entered into on becoming a tenant, otherwise the disadvantages of lock-ups may outweigh their advantages.

It should be noted that the liability for negligence still exists on the part of the owner of the lock-ups, and if he or his servants are guilty of carelessness whereby the lock-ups are set on fire, or any damage is done to the motorist's property, the motorist will have a claim for the value of the injury.

This, of course, applies to other tenants of lock-up garages, so, if any person in moving his car damages the car of a tenant of a lock-up, the tenant would be able to claim.

Of course motor owners can always strike any bargain they can arrange with their landlords, and if they can get the landlords to agree to be responsible for not only acts of negligence but for any damage which occurs, or any theft of the property, and for repairs to the lock-up, there is no objection in law to such an arrangement.



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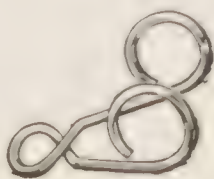


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SOME PRACTICAL HINTS

In matters motoring—as in so many other phases of life—it is often the little things that matter. Big troubles have to be attended to. Here are ways and means of attending to many of the small ones yourself

WE are told that the bad workman puts the blame for his defects upon his tools. It is not suggested that this unfair allotment of censure particularly applies to car-owners, but certainly in many cases they do not house their implements in a manner which is conducive to preservation or efficiency.

This neglect may often be induced by the manufacturer not providing a tool chest which is waterproof, although many cars special attention is given to this feature. Even when the tool chest is safeguarded against weather conditions, it frequently happens that no provision is made for separate compartments for the various tools and spare parts. The result is that noise is caused by the rattle of the tools, and injury results to spare valves, sparking plugs, etc. When there is no special fitment for spares they should be carried in separate small boxes and wrapped in cloth. This latter precaution ensures that they are prevented from knocking against each other or the receptacle.

A simple arrangement, well within the mechanical capacity of any amateur, can be made for carrying the tools in a door pocket. Our illustration of this receptacle is self-explanatory. When there is any doubt as to the tools being weatherproof, the tools should be wrapped in some waterproof material. In any case it is highly desirable to give them a light coat of oil or grease.



A simple arrangement of carrying the tools, in the door pocket, a method the novice could easily adopt.



Many cars are fitted with gear-lever locking devices; but, unfortunately, these do not prevent the car from being towed away.

Having discussed the care of tools, let us now offer a hint or two for removing a refractory nut.

When you want to undo a nut, set about it with its apposite box spanner and a tommy bar. The most scientific way is to try the nut first with half the tommy bar each side of the box spanner. If this does not give sufficient leverage, the tommy bar length can be put all on one side, and another box spanner over the end of the tommy bar, to obtain greater leverage.

If the nut is rusted on, a few drops of paraffin or thin oil applied to the top of the threads will overcome its resistance. The oil should be given a few minutes to do its work before applying the tool.

In using a shifting spanner, get the nut well in towards the body of the spanner. No grip is obtainable when only the outer edge is used.

On Foiling the Car Thief.

During the last few months there seems to have been a recrudescence of car thefts—a phase of crime which we hoped was on the wane. The time is therefore ripe for car-owners to take what precautions are possible to thwart the designs of the would-be thief.

Of course the wise man will insure against this contingency as he should against all others. But insurance, although it obviates monetary loss, does not take any count of inconvenience and wasted time whilst the claim is



A simple and quite effective method to foil the car thief is to lock the wheel to the dumb iron, as shown above. Our picture on the right depicts a simple method for testing the ignition. Lay a screw-driver against the terminal of the plug and, keeping this in position, let the end of the screw-driver touch the engine casing. If all is in order a spark should appear when contact is broken.

being investigated. Besides, there is always the moral obligation which rests upon the insurer to give the insurance company a fair deal for the risk it takes.

Unfortunately it cannot be said of any of the recognised protective devices that they will be an infallible safeguard, although they all have the valuable quality of hampering nefarious operations. Given sufficient time, a skilful car thief will achieve his end. But the motorist should take care that the only time he is afforded is that which is dealt out by a magistrate.

Locking the change-gear lever is a standardised idea on many cars, but it is no protection against the car being towed away!

Ignition locks are not much use. The thief nips the earth wire and



Don't let the starting handle rattle. If it is not detachable, eliminate the annoyance in the manner shown above—in a strap loop attached to one of the lamp brackets, or to a dumb iron.

switches off to switch on. The contact breaker can be removed, but the depredator always comes provided with a spare one.

A good idea is to lock the steering gear; but if such a device is selected, care must be taken that under no conceivable circumstances can it lock itself. It is recorded that on more than one occasion even the locking gear expedient has failed to foil the knaves. They have circumvented it by loading the car on a repair lorry and driving off with it.

Not at all a bad notion is, as a temporary measure, to cross two or more of the high tension wires at the magneto distributor terminals or the plugs and to padlock the bonnet.

A simple and effective method to foil the thief is to lock the rim of the wheel to the dumb iron; but it is necessary to use a really first-class padlock and hardened steel chain.

To conclude, reference must be made to other devices such as hidden switches and petrol taps. These are quite useful, but, unhappily, their utility can



Windscreens are a frequent source of rattle, and various remedies for this most irritating of all troubles are given on this page.

only be considered as a deferment, rather than a certain preventative against theft.

On Rattles.

Is there anything more trying to motoring nerves than an incessant rattle? Yet there are foolish people who go on enduring them when a very small amount of labour and a trifle of ingenuity would banish the trouble.

Let us deal with two of the most likely causes and offer remedies. For instance, the wind screen is a notable offender. The rubber packing which keeps the glass firm in the frame becomes perished and the rattle is set up.

At an early stage of the proceedings a wedge of cork or wood will effect a cure, but after a time rain will work down into the groove and complete the rotting process. The wisest thing is to make a complete job of it at once.

A useful material for this purpose is the tyre stopping sold in tubes. Being very pliable it can be pressed down easily between the front of the glass and the rubber strip, and when



The horn bulb should be so fitted that when the hood and side curtains are raised it is easily operated—and not left outside as a decoration!

it hardens in due course is effective.

An equally effective substance for this purpose is brown paper soaked in water until it assumes the consistency of a thick paste. This is pressed into the crevices in the same manner as the tyre stopping. As it dries it develops cracks; these must be rubbed up until the entire surface is covered. When the drying process is complete a coat of varnish will make everything weatherproof.

The other rattler we are going to write about is the starting handle. Admittedly, 70 per cent. or 80 per cent. of modern cars are fitted with starters, which means that the handle is carried in one of the side pockets, the tool-box, or, most foolishly, left



Probably the most ideal position for the press button is on one of the side pockets of the steering wheel. Thus it is within easy reach of the hand.

home in the garage. However, for the benefit of motorists who still carry the handle in its original position and make it a noisy member, here is a remedy for keeping it quiet.

Get the handle in line with the dumb iron, and make it fast in that position by means of a stout strap with a light spring attached. The object of the spring is to give the handle the amount of give and take.

On Warning Devices.

A good position for the press button of an electric horn is on the inside of the body of the car, in a line with the driver's right arm, the idea being that he shall have the free use of both hands for driving operations. When it is necessary to use the horn, the driver's elbow is brought into the position shown in our illustration.

But the ideal position for the press button is on one of the cross-members of the steering wheel within easy reach of either hand, so that it may be operated by the thumb without the grip of the wheel.

BROOKLANDS, ASCOT OR GOODWOOD SNAPS?

As a matter of fact all these pictures are taken at equine events which—away from the actual course—are nowadays motor shows.



You can picnic inside or outside the car.



In this case the party are half in and half out.



Is the discussion horse-racing—or social scandal?



The butler thinks the luggage grid very useful.



Do cars of a feather flock together? Four Rolls-Royce cars can be traced in the picture.

THE 16/35 H.P. WOLSELEY—A CAR OF REFINEMENT

In this delectable Saloon car, "Quality" as a keynote can be traced throughout

SPECIALLY designed to meet the modern demand for cars of a true "quality type"—and automobile demands nowadays are something more than mere requests for "a car"—Wolseley models have long since proved their qualitative value. Unlike a few years ago, the modern motor-owner takes a very keen interest in the technical details of his choice. Moreover, he is now more deeply concerned with the materials used in its construction, the amount of care and attention necessary to keep the vehicle in perfect running order, the car's general performance on the road,



All windows are of the sliding type, while the wind-screen is "V" pattern, each half being independently adjustable.



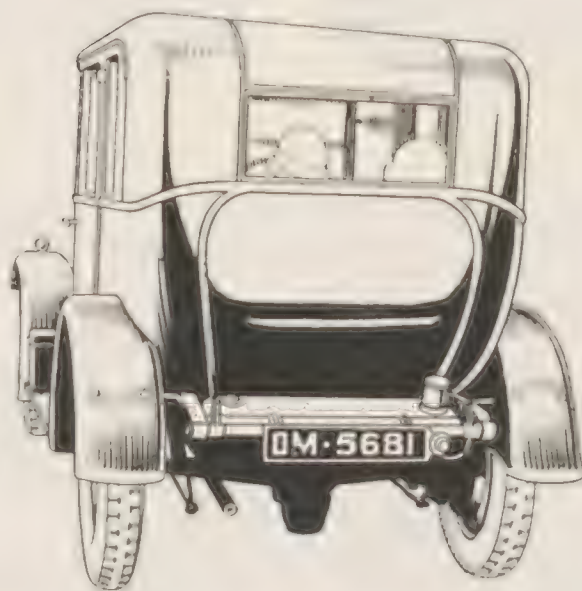
The interior fittings, upholstery, and the general dimensions are all pleasing features. Note the generous door width and the efficient lighting arrangement.

economy in upkeep, depreciation in value, etc., items which always receive the most scrutinous attention. And this is where the Wolseley car finds such favour.

Taking each item separately, the materials used are of the best procurable; only the absolute minimum of attention is necessary for easy running (covering such items as the proper and regular lubrication, by grease-gun, of the chassis—the engine will look after itself provided a sufficient supply of oil is maintained); in the matter of performance a world-wide reputation for efficient and reliable service is possessed by the Wolseley;

fuel and oil consumption are features which have received a very close study in a desire to obtain the most economical results, and, as we ourselves have proved, with great success; while "depreciation in value," although a most important point to consider when purchasing a car, is an item of little or no consequence to the Wolseley owner. The design, construction and finish of the Wolseley car are such pronounced good features, and of such lasting quality, that it is real value at all times.

Superseding the Wolseley "14," the 16/35 h.p. engine is of the "mono-



This gives an excellent view of the wide seating accommodation, and the car's handsome lines. The spare wheel is carried on the off-side running board.

bloc" type, of high power and efficiency. It has four cylinders—80 mm. bore by 100 mm. stroke—a detachable cylinder head, and special aluminium alloy pistons. There are three speeds forward and a reverse; ignition is by high tension magneto; and cooling by centrifugal pump.

Our test run comprised a journey and off the beaten track, from London to Oxford, Witney, and Burford, returning via Henley. We found this model to be powerful, quiet in running, a good hill climber, speedy on the road, and a very comfortable vehicle. Ditchwood and Whitehorse Hills were



There is a useful recess for the well-fitted dashboard for maps or other small oddments; and the various controls are comfortably placed.

cended in praiseworthy style; while, although this model is built essentially for steady and reliable journeying, quite high speeds can be attained and maintained over long periods.

Comfort needs special comment. The interior of the saloon body is luxuriously upholstered in good quality cloth; seating is spacious and well sprung; and, although a closed car, unobstructed vision and excellent lighting are prominent features. Beautifully finished in green, blue or grey, with black wheels, wings and valances, the 16/35 h.p. Wolseley saloon is a very refined and high-class town country carriage.



The 16/35 h.p. Wolseley Saloon at old-world Minster Lovell. Readers will immediately call to mind that beautiful song "The Mistletoe Bough," for the castle ruins at Minster Lovell was the scene of this world-famous ballad.

WHICH IS THE PRETTIEST VILLAGE?

By H. J. SMITH

Motoring is a great pastime, and devouring miles of ribbon-like roads a most fascinating hobby; but there are times when we need inducement to take our cars out on the great high road. Why not begin a search for the prettiest village?

MANY years ago, when motoring was in its infancy, I visited Clovelly, and never expected ever to see a prettier village. Since then, however, I have seen Cockington, and a host of others. Alas, many of the best villages have lost much of their charm by becoming too well known; but there are still some which are as secluded and peaceful as they were before the days of motor cars and charabancs. For instance, I spent an hour or two recently in Ewelme—a little Oxfordshire village with a fine church, lovely old almshouses, and a fifteenth-century school. I appeared to be the only stranger in the village, and the old people in the almshouses seemed only too pleased to give me every assistance in taking photographs of their courtyard and of the church.

But let us get back to our search for the prettiest village. Where shall we start? North, south, east or west—it matters but little! We shall find pretty villages everywhere, and however long we search there will still be "a prettier" to be found. I am inclined to think that there are more pretty villages in the South of England than in the North, and we may do well to confine our search for a time to the district south of a line drawn from the Wash to Anglesey. Yorkshiremen may not agree with me, and I must admit that I do not know their county very thoroughly. I have not really searched Yorkshire yet, so perhaps the prettiest village is hidden among those many broad acres. If it is, I am in no hurry to find it, because I am enjoying the search, and mean it to last as long as possible.

The West Country is a happy hunting ground. Beginning with Cornwall, there are Newlyn, Polperro, Tintagel; then Devon—a host of pretty villages! Clovelly and Cockington have already been mentioned, while another which for a time held a high place in my affections was Newton St. Cyres, near Exeter.

Somerset is but little, if at all, behind Devonshire; and Dunster, Porlock, and other villages round about Exmoor, are very attractive. And there are villages in Somerset less known, but with much to recommend them to the motorist who likes to get a little

off the beaten track. I am thinking of such places as Muchelney, with its old abbey, priest's house, and ancient cross, and Norton St. Philip, with its grand old "George" inn. Dorset, I believe, has some pretty villages, which I intend to search out before long; and of Wiltshire I know enough to think that perhaps the prettiest village may eventually be found there. Lacock stands well up on my list. Castlecoombe I only know by repute. I have heard it described as the prettiest village in England; but in this interesting study I am always inclined to believe only half of what I see, and nothing (or very little) of what I hear; so we will leave Castlecoombe undisturbed for the present.

Among the New Forest villages, Hinton Admiral might be mentioned, if only for the pretty "Cat and Fiddle" inn. Worcestershire has its fair share of pretty villages, which owe much of their beauty to the black-and-white timberwork and to their setting among the orchards, which at blossoming time are truly gorgeous. Perhaps Ombersley, being on a main road, is the best known of Worcestershire



Old houses in Kersey. Very few villages possess such a variety of types of rural architecture as this Suffolk beauty spot.

villages, but there are others equally pretty, notably Cropthorne—a village which, I believe, can boast of the prettiest post office in England. East Hagbourne, in Berkshire, is heavily underlined on my map as being worth a visit, and then there is the long track of the Cotswold country, of which I am very fond. Burford, Broadway, Chipping Campden, Stow-on-the-Wold, and Moreton-in-the-Marsh are all charming; but these can scarcely be called villages. Bibury is a village and comes high on my list.

If we follow the high ground of the Cotswolds to the north-east we shall eventually come to the northern part of Northamptonshire, where we shall find villages rather similar to the Cotswold style. Rockingham, famous for its steep and lengthy hill, has often been described as the prettiest village in England; but it owes much of its fame to the magnificent view across the Welland valley. This view, as seen from the upper windows of Rockingham Castle, is superb! Rockingham was once a market town, as was also the neighbouring village of Lyddington, just over the border of Rutland. Lyddington is a pretty village also, and has a most delightful old Bede-house, which was formerly one of the palaces of the Bishops of Lincoln. Whilst in the Midlands we might consider the claims of the village of Dodford, which lies just off the main road from Northampton to Daventry. The church stands on a hill, and there are several very pretty cottages by the banks of a little stream which runs through the village.

Bedfordshire has at least one village which might be in the running. This is Old Warden—a dream of thatched cottages with a church containing some wonderful old carving.

Some of the Warwickshire villages, too, are pretty. One which I discovered recently is Ashow, in the Kenilworth district. Buckinghamshire is also a pretty county, with Chalfont St. Giles laying a big claim to prettiness.

Surrey, in the South, boasts of Shere as being the prettiest village in the home counties, while Sussex also makes many claims to beauty; but I cannot at the moment think of any one village which is especially



1—Newton St. Cyres, near Exeter. A pretty picture, to be sure, but what a delightful village to coast through!

2—Bibury, Gloucestershire, noted for its many picturesque tile-roofed cottages, is full of old-world charm.

3—One of the many beautiful specimens of half-timbered buildings in Lacock, Wiltshire.

4—Chiddingstone, Kent, is another old-world village, with many buildings of centuries' standing.

5—The Bell Inn, Kersey, Suffolk, truly makes a very striking picture. Its interior is equally as picturesque.

6—So secluded is its situation, encircled as it is by age-old foliage, the beauty of Woodbastwick, Norfolk, is apparent to the visitor only upon entering the village.



beautiful, unless it be Alfriston, with its fine church and charming old "Star" inn, a popular halting-place with motorists.

Kent—the Garden of England—must not be forgotten. Penshurst and Chiddingstone are both villages well known for their beauty, and there are others of which I have heard, and which I hope to visit in the near future.

Norfolk is a county of much flatness; but it makes up for what it may lack in natural scenery with its picturesque villages. The reed-thatching is especially attractive, and this is seen at its best in Broadland, where the reeds are ready to hand, and only the skill of a Norfolk thatcher is needed to turn the most ordinary roof into a thing of beauty. Woodbastwick may also be mentioned as one of the prettiest of Norfolk villages.

Suffolk also is a county of much beauty, one of the villages of which might well be at the very top of my list. I refer to the village of Kersey. It lies just off the road from Sudbury to Ipswich, and might easily be overlooked by anyone who did not know the district. I have found as yet no other village which can show such a variety of types of rural architecture—half-timberwork, thatch and whitewash, overhanging upper storeys, a most wonderful old inn, and a church with a fine tower keeping guard over the whole. The main village street is bisected by a watersplash, near

which will be noticed the house of the horse-doctor, distinguished by horses' tails hanging under the eaves. There are now only two of these tails, but they were sufficient to rouse my curiosity on my first visit.

Suffolk shares with Essex some of the pretty villages about the valley



The Church at Shere, Surrey. Shere claims to be the prettiest village in the home counties, and few who have been there will challenge the claim.

of the Stour—that beautiful district known as Constable's Country. And in Essex there is a village—Ugley by name—which a little while ago caused one of the great daily Presses to get excited. At the time I made the usual mark on my map, and at the first opportunity went to investigate. After considerable trouble I found the name on a signpost, and searched every lane for miles around, but could find no village, either pretty or ugly. Eventually I found a church—locked—also someone who looked like a native. I enquired if this was "Ugley," and was told that it was. I explained that I had seen a glowing description of Ugley in a newspaper, and was expecting to find something exceptionally charming.

I have recently seen some pictures of a village, Selworthy, near Minehead, in Somerset, which exceed all my wildest dreams of beauty. Is Selworthy the prettiest village in England? Shall I go and see? If it is not the prettiest I shall be disappointed. If it is, I shall be yet more disappointed, because my search will have ended. The longer the search lasts the happier I shall be, for always there is the prospect of finding some place prettier still. There is ever the inducement to desert the main highways, and to seek out those little lanes and byways of our country which are unspoilt, and where some where that prettiest village is to be found.



LEICESTER SQUARE, PENSURST, KENT.

THIS is the quaint little entrance to the churchyard at Penshurst, in Kent, and is vastly different from its better-known London namesake.

The lych-gate is shown in the background, and this is a very old structure with rooms overhead which are reached by an outside wooden stairway.

Quite close, and completely covering a saddler's shop, is a most glorious wistaria the sight of which in full bloom is alone worth the journey from town to see.

In the centre of the tiny square is a giant elm of great age which, if only it could speak, would many an interesting tale unfold!

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THE INVICTA has now been on the market for some little time during which the demand for standard body work has been so small compared with that for special body work that INVICTA CARS hereby give notice that on and after to-day, July 7th, 1925, no order for INVICTA cars with standard catalogue bodies will be accepted, but that chassis only will be sold for purchasers to fit body work chosen to their special requirements.

In response to many enquiries INVICTA CARS will in future make a Special Saloon chassis which differs from the standard chassis in the following particulars:

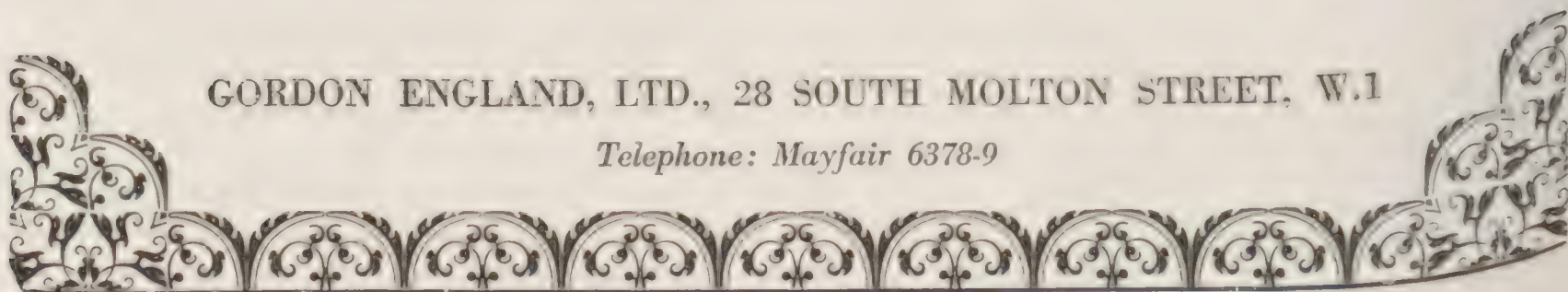
| | Standard Chassis. | Saloon Chassis. |
|---------------|----------------------|--------------------|
| Wheelbase ... | 9 ft. 4 in. | 9 ft. 10 in. |
| Tyres ... | 27 in. x 4.4 in. | 28 in. x 4.95 in. |
| Rear Axle ... | 4.5 to 1 | 5 to 1 |
| Maximum Speed | 64 m.p.h. approx. | 58 m.p.h. approx. |
| Price ... | £595 | £610 |

INVICTA

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WHEN FRONT WHEELS "SHIMMY"

By CAPT. W. G. ASTON

The introduction of balloon tyres has brought with it new problems—front-wheel wobble, or "shimmying" as it is sometimes termed, being one of the most difficult to overcome. This interesting subject is fully dealt with in the following lines

OVER in America the low pressure or balloon tyre attained an enormous vogue almost immediately upon its introduction, whereas in Great Britain it has by no means been so widely adopted. Practically all our light cars are provided with balloon tyres as part of their standard equipment, but it is significant that whilst every American vehicle almost without exception is mounted on low pressure covers, in this country our large cars are almost always fitted with high pressure tyres. It is obvious from this state of affairs that, in spite of their manifold advantages, there must be some rebutting disadvantage connected with balloon tyres on big cars, and on the facts one would conjecture that if such trouble had shown itself on this side of the Atlantic, it must have been disclosed to an even greater extent upon the other side. This is readily proved to be the case.

There is no doubt that American car designers have had quite a lot of trouble in getting rid of some of the troubles incidental to balloon tyres. Of these not the least is "shimmying," as the Americans expressively call it, which is identical with the phenomenon commonly known over here as "front wheel wobble."

Another trouble, in the case especially of big cars, has been concerned with the steering gear, for, owing to the large area of a low pressure tread that is in contact with the ground, steering is apt to be very heavy at low speeds. The Americans appear to have got over this latter difficulty by designing special types of steering gear, whilst the former trouble, with which I propose to deal in this note, has largely been disposed of.

The question which immediately suggests itself is why, if "shimmying" is so troublesome on a big car, is it not also similarly found in small cars. The answer is that in the huge majority of cases these latter cannot attain the road speed at which "shimmying" will come into existence.

Now let us see what exactly this "shimmying" is, and how it is caused. In Fig. 1 we have the front view of a car in which the front axle is connected to the chassis by springs in the conventional manner. The car is shown in the act of passing over a bump which

has caused the wheel on one side to be raised and the axle to be tilted through a small angle. Owing to its inertia, however, the car as a whole has not been displaced when the axle is so tilted. The latter behaves exactly like a seesaw and the return to its normal position after passing over the bump will be accomplished at a definite speed, which is dependent upon a combination

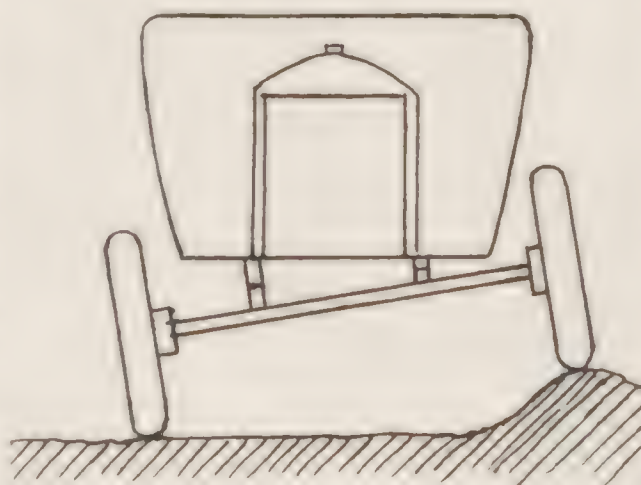


FIG. 1.

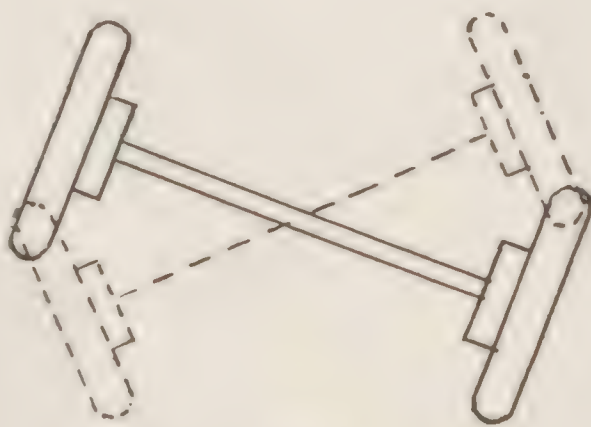


FIG. 2.

of the following agencies: (1) the rapidity of action of the springs; (2) the weight of the axle; (3) the distribution of the weight in the axle; (4) the weight of the car.

If we were to detach the axle from the chassis, and drop it upon the ground so that both tyres struck the ground at the same time, the axle would bounce up and down at a definite rate of speed dependent upon its weight, and upon the elasticity of the tyres. If, however, we drop the axle on the ground so that the wheel on one side struck the ground before the other, then the axle would undergo a combined tilting and bouncing movement and its

oscillations would now be largely dependent upon the distribution of weight in the axle. If the ends of the axle are heavy, which is the case when front wheel brakes are fitted, it behaves like a very heavy pendulum, and consequently its rate of tilting oscillation, as suggested in Fig. 2, is quite slow, or, at all events, much slower than if it is not fitted with front wheel brakes.

I have pointed out that an important agency is the elasticity of the tyre. If we have a soft tyre which reacts comparatively slowly, then the oscillation of an axle so fitted will be nothing like so fast as if hard tyres with a quicker reaction were used. We thus see that if we have hard tyres and no front wheel brakes the natural oscillation period of the axle will be very high, whereas with soft tyres and front wheel brakes its natural oscillation will be quite slow. It is for this reason that "shimmying," which is not altogether an unknown phenomenon with hard tyres, has become much more frequent and much more conspicuous with slow pressure tyres, the reason being that the point at which natural periodic oscillation is set up comes with low pressure tyres at quite a moderate road speed. In some cars it occurs at as low as 40 miles an hour; in others one may have to reach 60 or 70 before the phenomenon appears. In any case it is very unpleasant, as the whole front of the car gets into a state of more or less violent vibration, which not only is uncomfortable but inflicts serious stresses upon the elements of the steering gear.

So far we have only considered the action of the front wheels bouncing up and down, but a little thought will show that this movement, unless special precautions are taken to prevent it, will be accompanied by an angular movement of the wheel in its own plane. In Fig. 3 we have a steering gear laid out diagrammatically. In this it will be seen that the movement of the front wheel hub is along an arc struck through the centre *A* which is, of course, the dumb iron end of the spring. On the other hand, the movement of the fore and aft rod of the steering takes place about the point *B*. It will be seen that the two arcs do not coincide with one another, but actually are, so to say, in opposition of curva-

ture. The front axle cannot conform with both, as it *must* follow the path dictated by the spring, and the result is that the discrepancy between the two arcs can only be met by the front wheel altering its angle as it rises and falls with road irregularities. According to the diagram, which shows the front wheel in its normal position, if the tyre hits a bump the wheel will ordinarily be deflected to the right, whereas if it passes over a hollow it will be deflected to the left.

We have already seen how, in certain circumstances, a natural periodic bouncing can be set up, and it will thus be apparent that if the steering mechanism is laid out as shown in the diagram, this bouncing will involve the front wheel in periodically wobbling or "flapping." One method of curing or palliating this trouble, which has been adopted on certain American cars, is to get the two arcs, to which reference has been made above, as nearly as

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A WELL-ORGANISED Information Bureau is always available to "Motor Owner" readers. The service it gives is entirely free. It does not matter as to what species of automobile information you seek, your enquiry will always receive prompt and expert attention. This service covers not only the car and its appurtenances, its equipment and possible defect or improvement, but also touring information, routes, hotels, etc., both at home and abroad. In fact, anything and everything directly or indirectly connected with motoring. Enquiries should be addressed to the Information Bureau, "The Motor Owner," 10 Henrietta Street, Covent Garden, London, W.C.2.

very large, and therefore heavy, tyres, the phenomenon may obtrude itself at much lower speeds, and it must be

is to pump up the tyres to a high pressure so that their natural bouncing rate is much more rapid. In this one may easily find that "shimmying" which took place at say, 60 miles an hour, now occurs at 70 miles an hour. On the other hand, by making the tyres hard one has stultified the comfort-giving properties of the low pressure covers, so that there is little object to be served in fitting them.

These are the conditions with which many makers of large cars have found themselves confronted, and it is for this reason that so few have standardised low pressure covers. In my own judgment there can be no question whatever as to the ultimate vogue of the balloon tyre. It is obviously the right thing because it absorbs road shocks at their source, and thus in the most effective manner ensures the comfort of the passengers and the minimum mechanical stress on the vehicle. On the other hand, "shimmying," whatever form it

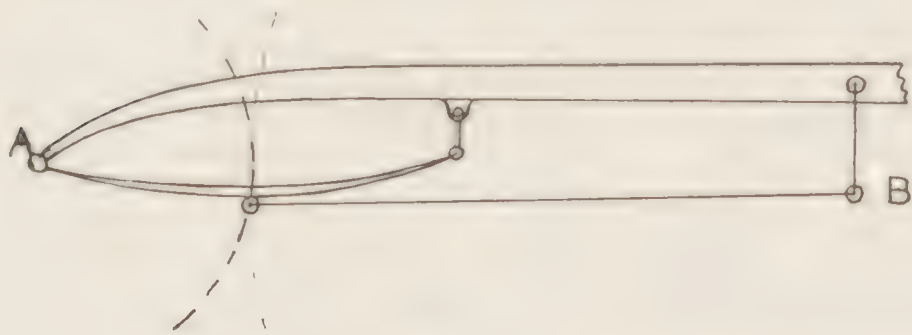


FIG. 3.

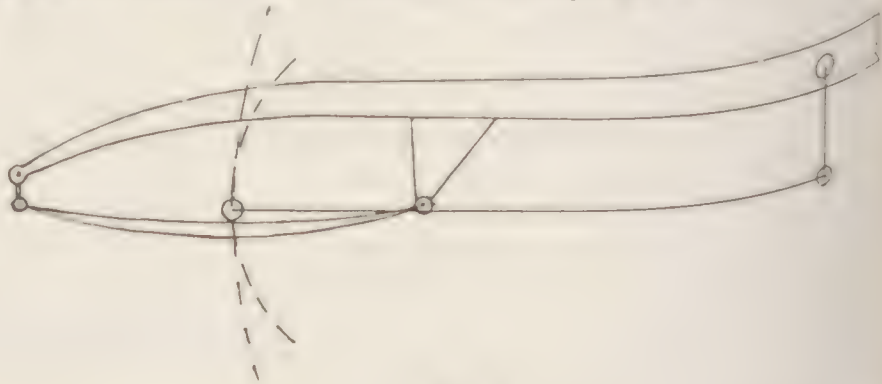


FIG. 4.

possible coincident, so that in the event of the front wheel bouncing up and down it does not by so doing alter its direction or angle. The scheme in question is indicated in Fig. 4, in which it will be seen that by shackling the front end of the spring and pivoting it on its rear end (a system adopted in De Dion cars many years ago) the arc struck by the springs is very closely similar to that struck by the steering rod. It will be understood that, although this disposition of parts gets over the difficulty of front wheel wobble it does not overcome that of front wheel bounce or "patter."

In the ordinary small car this phenomenon would probably not occur until a speed of 80 or 90 miles an hour was reached, which is, of course, quite out of the question, but in the big car, with heavy front wheel brakes and

admitted that it is something that every motorist would prefer to do without. The remedy is obvious. It

may take, is a formidable disadvantage and if the balloon tyre is necessarily accompanied by it then its future must be limited. I believe myself that the balloon tyre of the future will be run at a moderate pressure somewhere about halfway between that of the ordinary hard tyre and that of the softest balloon of the present day, and that at the same time, by paying careful attention to weight reduction in their front wheel brake mechanism, designers will be able to get the natural bouncing period of their axles up to such a pitch that "shimmying" can only occur at speeds which are beyond the reach of their cars. If at the same time a suitably low gear ratio, or, better still, a variable gear ratio be adopted in the steering, then all the disadvantages of balloon tyres will automatically disappear.



THE CAT: "Naturally it was a puncture which made you so late last night?"

THE KITTEN: "No! Jack said it was a balloon tyre. It went up—or something."

MOTORING IN BERLIN TO-DAY



THE 10 H.P. DE DION—A NEW COMER!

If it anything like approaches the high quality mark of existing De Dion models, a great future indeed is promised for this new venture

THE 10 h.p. De Dion is the very latest addition to the light car market, and its existence in this country extends only to a very few weeks. Nevertheless, if we may hazard a guess as to its future, and to its acceptance by the British motorist, we would say that with one or two improvements Success is its prize—and this at no very distant date!

Every member of the motoring public is familiar with the name "De Dion," consequently, all motoring eyes will soon be focused with intricate accuracy upon this new venture of an old and well-established French firm. It provides such an attractive proposition for the motorist of moderate means!

THE MOTOR OWNER was given the first opportunity of carrying out a test run of this new model, and the car entered our hands a short time after its landing upon English soil. It was then that we found cause for criticism, in that the French bodywork is such a glaring contrast to that coachwork excellence usually associated with De Dion cars.

To illustrate, on the French body, when one detaches the spare wheel, one automatically dismantles the rear number plate; no great fault, admitted, but surely an unnecessary nuisance! However, this minor blemish will undoubtedly soon be remedied, while it is equally as certain that English bodies (those luxuriously comfortable "H. H. H." products) will be available for prospective purchasers of this new



Depicting the quickly detachable hub cap—it is fixed by means of three turn buttons, thus simplifying wheel changing.

"Ten." We shall be happy indeed to inspect the first model so finished, for we can visualize the enhanced attraction that such an alteration will produce.

Most of our readers will at once recognise a prominent change in the design of this new car—the new type of radiator, which is a complete get-away from the well-known De Dion lay-out. To be sure, it is merely a matter of distinction, for the thrashing to which we subjected the car over

hill and dale (Kop and White Hills, the Chess and Thames Valley) proved its efficiency for its job; once were there signs of overheating.

With a bore and stroke of 62 mm. by 100 mm, the little engine truly is a "chip of the old block," in that its elasticity of power, high acceleration capabilities and "big pull" possibilities have all the semblance of "De Dion" characteristics. In the trial executed by ourselves, four adult passengers were carried throughout. This provided no difficulty whatever, and when gear-changing was necessary on the severe gradients, the usual De Dion simplicity was again called to mind.

Several unique features are embodied in the general design, the most conspicuous being the Rudge-Whitworth wire wheels of special pattern. As depicted in one of our illustrations, the neat hub cap is held into place by three small turn buttons, and is thus quickly detachable. The possibility of its falling off through gruelling road vibration we saw immediately; but by test this proved to be an impossibility.

Four-wheel brakes are fitted, and though of a powerful pattern, are gentle in operation. Steering is reliable; the clutch is light, and the suspension comfortable. This new 10 h.p. De Dion, in a few words, is steering straight for the leadership of its class. How soon remains to be seen, but since it is backed by pioneer and successful automobile experience, this will prove a golden asset.



On the left above is illustrated the doubly-adjustable windscreen, the high back squab of the front seat, and the general body roominess. On the right is seen the combined tool case and foot rest, also the method of adjusting the front seats.



Coming from a pioneer firm of car manufacturers, the new 10 h.p. De Dion Bouton has all the characteristics of its famous predecessors. By the remarkable performance which it made while in our hands, we think it a real "chip of the old block."

ON THE TRACK OF TROUBLE

TIP! Tap! You hear the warning knock of the engine which denotes trouble. Attention is required, but before the remedy can be applied, the cause of the disorder must be ascertained. It may proceed from two principal causes—pinking, or a genuine “knock.”

Many motorists experience difficulty in deciding from which of these ailments the engine suffers, yet it is fairly simple to decide. The cardinal point is that there is a distinct difference in the sounds denoting the trouble.

Proceed by a process of elimination. Retard the spark. If the knocking ceases, it is only pinking—not a very



An engine “knock” can often be located by the above simple method—listening at the end of a piece of hard wood about two feet long, as a stethoscope.

serious matter. But if after retarding the spark, a dull and subdued thud still comes from the protesting engine, there is the possibility of a real knock, caused by a worn bearing, either the “big end” or the gudgeon pin bush, sometimes called the “little end.”

Immediate investigation is necessary. As previously indicated, the diagnosis must be made by sound; e.g., a stethoscope will be required. This may be the instrument familiar to human invalids; but a piece of hard wood about a foot or two in length and about half an inch in diameter will serve the purpose equally well.

The trouble will be found either in the big or little end of the connecting rod. Put one end of the improvised instrument on the outside of the front or rear bearing of the crankshaft casing. Let your engine run slowly, and fix your ear tightly to the other end of the wood. The dull thud will take on a more definite sound. Now transfer the wood to the outside of the



A common cause for “knocking” and loss of power—thick carbon deposit on the piston heads and exhaust valves. Clear the engine of this deposit as frequently as possible.

cylinder walls, taking each cylinder in turn. The cylinder which is at fault will give a much louder knock than the others.

If a similar loud knock is heard on the crankshaft end bearings as well, it is the “big end” that is worn. If the sound is louder on the outside of the cylinder wall you can be sure that the “little end” is at fault.

In either case immediate attention must be given, but, as a temporary effort, the engine should be well supplied with oil.

CAUSES OF MISFIRING.

As we all know, misfiring troubles are traceable either to the magneto or carburetter. We will deal with those



With the cap removed, the contact breaker is disclosed. Make sure that the platinum points are set to the proper gap when open—a special tool is always supplied for this purpose.

caused by the former, leaving the latter for some other opportunity.

Let us take the investigations in order of importance.

First, make sure that all the wires attached to the plugs.

Now see if the wire has slipped off the switch lead terminal of the magneto, or has worked so loose that the connection is faulty. Possibly it may be shorting to the frame somewhere, with the result that you are switched off.

These points being in order, you may be sure that the contact breaker is stuck. Here is the *modus operandi* dealing with that situation.

You will find a circular cap held



A simple method of remedying a stiff rocker-arm is to “polish” it with a lead pencil, the lead or graphite thus acting as a fine lubricant.

by a spring clip beneath the terminals on the end of the magneto to which the plug wires are attached. If the spring is turned aside, and the cap pulled off, the contact breaker is disclosed. With the magneto spanner undo a small nut right in the front centre of the contact breaker. When extracted it will prove to be a long pin.

This leaves the contact breaker free. Remove it with the finger and thumb. If it sticks, rock a little whilst pulling.

The trouble will probably prove to be that the rocker arm is stiff on its pivot brush, and, consequently, the platinum points are either permanently together or apart, unless considerable pressure is exerted on the rocker arm. This stiffness can be obviated by removing the rocker from the brush, and gently reaming out the latter with the spanner from the centre of the contact breaker. It only remains to make sure that the platinum contact points are clean and flat, and to replace the parts in operation which offers no difficulty.

MOTORING WITH EVE

By MARTIN H. POTTER

From Cheltenham to Gloucester, Bath, Bristol and Little Dean

We meet the Kings of Gloucester and Bath,
577 A.D., and the King of Great Britain, 1925 A.D.

EVE is a tyrant, but, nevertheless, Eve's despotism is entirely adorable.

She dragged me away from Cheltenham when, in my humble opinion, my personal internal combustion engine still required more of the famous water to put it in good working condition; but she did it with a merry jape which made me smile. And the fruitarian is welcome to his apple a day if he'll leave me my specific for deferring the doctor's visit—a diurnal happy grin.

"If you persist in flooding your dear old carburetter," quoth the fair Eve, "you'll find the mixture becomes too rich. What you want, my old companion, is more air. Come out on the road and get it."

So we followed Eve's prescription, and set out on our travels once more, taking the road to Gloucester.

Now Gloucester is a city of most ancient foundations, but, frankly, if you exclude its beautiful cathedral and a few other specimens of old architecture, only the most ardent seekers will find them to-day. All-Gloucester for its own, and the bustle and turmoil inseparable from the city which gives us bread, meat, and clothes, not to say luxuries, are much in evidence.

Nevertheless, the signs of antiquity are there awaiting the discerning investigator. The very street by which the town entered, no matter from what direction the travellers may come, still have the characteristic Roman formation they possessed when Glevum was established as a camp by Ostorius Scapula to help the warring Britons in subjection, some time between the first and second centuries on nineteen hundred years ago. That is to say, they are, in effect, two main roads passing through the town and crossing at right angles at its centre.

Quite near one of the roads, excavations as recently as 1907 revealed

the skeleton of a Roman soldier. The poor relics of mortality were quite intact, even to the teeth. On its right wrist there was an iron bangle, and by its side lay a coin of the year 90 A.D.

And Gloucester can claim that it once had a king of its very own, as did Bath and Cirencester. The Romans had gone, and the town had reverted to the Britons, who called it *Caer Glaw*. Then came the West Saxons, and the King of *Caer Glaw* went forth, together with his fellow monarch of Bath (the Roman *Aquæ Sulis*) and Cirencester (*Corinium*), to do battle with the invaders on the hill of Dyrham. The Saxons won the fight, and the three British kings were killed. So another race became rulers of *Caer Glaw*, renaming it *Glawanceaster*, and themselves *Hwiccas*.

The writer would find it fascinating to meander along the winding pathways of the further history of this ancient town, being an archæologic browser by instinct, but Eve says an inexorable editor may charge him with "furiously loitering," so the joy must be the portion of some scribe with more space.

It must suffice to say that his fair companion and himself paid a visit to its lovely Cathedral; its Norman

Chapter House; and its Museum, which contains relics of past civilisations and remains of mammoths, hyenas, cave bears, rhinoceros, and other wild animals which roamed the surrounding country before civilisation was. Then to the New Inn, where they partook of modest refreshment. Seeing that a part of this old hostelry dates back to 1540 A.D., its name is distinctly a misnomer.

We left Gloucester by the Cirencester road and turned right for Painswick. From the top of Painswick Hill we obtained a wonderful panorama of the country through which we were going to run eventually, and of that over which we had passed.

Away to our right, Gloucester lay in its plain, with the Cathedral towering over the city. Straight in front of us and to the left, the convolutions of the River Severn wound their way through the land—a great silver snake sparkling in the sunlight, moving down from the hills to seek food from the sea. On the river's farther bank stretched the high land of the Forest of Dean, which was our final objective; though we were going to take a circular tour to reach it. Then, towering above that again, came the Welsh mountains, closing in the wonderful view.

Ancient Britons and Romans knew this prospect, for they have left their mark on the land in the shape of a clearly defined earthwork at the top of the hill.

We set the engine going again and proceeded on our way to Bath by way of Stroud, Nailsworth, and Old Sodbury. At the Tolldown Inn we made a digression from the main road to the right, and turning to the left at Hinton, made for Dyrham Hill, on which, as previously mentioned, the fateful battle between the British kings and the Saxons was fought.

Evidently this little eminence was of strategic importance, for here again is found the re-



*The Roman Bath, unique as a memorial of an early civilisation when Bath was *Aquæ Sulis*.*

mains of a Roman camp, one of the chain erected by the conquering legions above the Valley of the Severn. A turn to the left brought us out again on the main road, and so we came to Bath.

Most towns of Roman origin in Great Britain owed their existence to their suitability for warlike purposes, but Eve says Bath was founded on rheumatism! About the year 54 A.D., some victim, racked by the pains engendered by exposure to our humid atmosphere, found that relief could be obtained by taking copious draughts of, and frequent dips in, the waters of the hot mineral springs. He spread the good news to other suffering compatriots, and a beautiful city of healing and pleasure was the result—a city of magnificent thermæ and noble temples.

There was the principal bath in a hall 110 ft. by 67 ft., the bottom of which was covered with lead no doubt obtained from the mines on the Mendip Hills. Also there were smaller baths and heating chambers.

For nearly 400 years the city remained intact. Even after the legionaries had been recalled to fight the barbarians who threatened their homeland, the Britons, in whom they had inculcated a love for cleanliness, continued to use the baths. Then came the Saxons, a hardier race, better equipped to meet climatic vagaries, and possessed of a strong contempt for what they, no doubt, considered unnecessary ablutionary fads.

However, a few years' experience of British weather must have conquered Saxon prejudice so far as *taking* the waters was concerned. For, although at their first coming in 755 A.D. they demolished the Roman city, they later on rebuilt it under the name of Akemanceaster. But the bath was buried beneath the *debris* of the old city. There it remained for centuries, 20 ft. below the new ground level, until it was discovered and excavated between the years 1755 and 1780.

So it was that Eve and I, together with any other modern so minded, could view this unique memorial of an early civilisation.

Nor is the bath the only relic of that bygone city. In the Roman Museum there are some wonderful specimens of architectural beauty which once adorned the temples, and on the Roman Promenade, some beautiful examples of their art. A bronze head of Minerva, and a case of lovely intaglios, especially appealed to us.

Eve wished to visit the Pump Room unaccompanied by me.

She was afraid that I might be tempted to indulge in an orgy of water drinking, which would render useless the rescue she had effected at Cheltenham.

However, I assured her that we curative-water bibbers had to be just as particular about not mixing our drinks as any toper of more spirituous liquids! So we went together and saw the statue of Beau Nash and the sedan chair. These set us picturing the scene when good Anne was Queen, when rank and fashion flocked to Bath, ostensibly to take the waters, but really in pursuit of pleasure.

There is still much pleasure to be found in beautiful Bath, but methinks they take their recreation more soberly than they did when the female form divine was hidden by hoops and furbelows, and the gallants wore silk and lace, and cultivated the making of a fine leg.

Then we took to the car again, and drove through the fine old Georgian streets passing the beautiful Abbey Church with its lofty tower, and quaintly sculptured West Front, depicting "Jacob's Ladder," with the angels climbing to and from the turrets. The angels have lost their heads though, owing partly to the ravages of time, but more to the misguided zeal of Oliver Cromwell's followers.

We left the City of Invalids and

pleasure by the Bitton-Bristol Road, and soon covered the 13 miles which separated us from the leading city of the West.

Unfortunately, time did not permit of more than a drive round Bristol. But in our circuit we caught all the fleeting glimpses of its Cathedral and College Green, with the adjacent old Norman St. Augustine's Gate, the Cabot Tower on Brandon Hill, the memorial to the discoverers of the mainland of America; and the church of St. Mary's with its leaning tower.

Many kings and queens have visited Bristol in the past, and our visit happened to coincide with the day when their Gracious Majesties George V and Queen Mary came to open the new University.

A traffic hold-up is usually far from pleasant to the motorist; but the one we experienced whilst the royal procession was passing was an exception to the general rule. It furnished us with the pleasure of seeing our Sovereign; the first chance we had had since his illness.

When the way was clear, we proceeded to Clifton Suspension Bridge, which once spanned the Thames in London, but now performs the same function over the Avon. To cross it one pays a toll, and it meant a little deviation from our route.

But the wayfarer who misses the wonderful view it commands down the Avon Gorge is a traitor to his vocation. So we ran across it slowly, then turned back and repeated the operation.

Our way now lay down the Bridge Valley Road, to the left. We followed this until we struck the main road for Gloucester.

As previously indicated, our ultimate destination was on the other side of the Severn, and a near crossing place would have saved us a long round. At present one has to make for Gloucester before a chance of crossing unless the Severn Tunnel is used, and Eve thinks that to take a car on the train is like walking with your boots in your hands.

However, the evening was still young, so we pushed along to Gloucester again, where we turned into the Ross road; but soon left it for the one which runs to Muncy, worth and Westbury-on-Trym, and, a mile farther on, Little Dean. But this delectable spot must await another opportunity. You will rather employ the adjective employed at Little Dean is far from being a gloomy Dean!



St. Augustine's Gate at Bristol, a fine specimen of Norman work, and a relic of the ancient monastery.



Road Test of a Famous Car



PRICES:

| Sleeve Valve Engines | 16 H.P. 4-cyl. | 20 H.P. 6-cyl. | 30 H.P. 6-cyl. |
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| CHASSIS With Tyres | £475 | £690 | £850 |
| 4-DOOR SALOON without partition | £825 | £1,170 | £1,330 |
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Repairs and Spares

Very high praise comes from the pen of "The Motor" expert who tested the Saloon Landaulette model shown above. Here are a few extracts from his report:—

"It has earned an enviable reputation for reliability and excellence of workmanship.

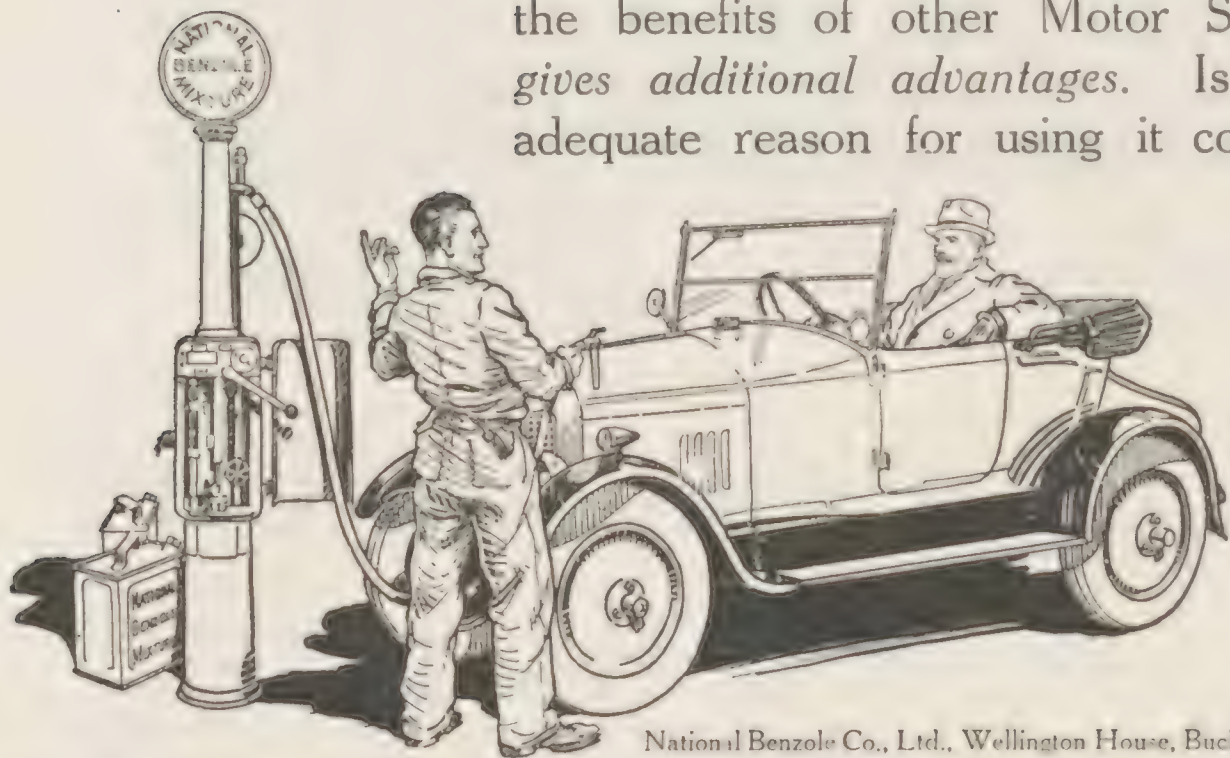
"... its liveliness in traffic, whether on top gear or the indirect ratios, is one of its most marked features... the engine is absolutely inaudible from the driver's seat... It is only by glancing at the oil indicator on the dashboard that it is possible to tell whether the engine is running, so silent and so smooth is it. . . .

"On its second speed its acceleration almost vies with that of a sports model... We found that the Minerva would crawl at 5 m.p.h. despite its high top gear, and would accelerate away from a speed very little higher without the least harshness... it is essentially a top-gear car, and there are few main road hills which could not be climbed without a change of gear being required."

National Benzole Mixture

The World's Best Motor Spirit

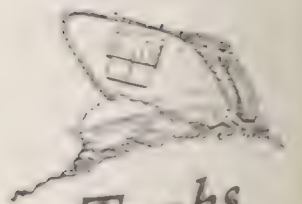
is different ; inasmuch as it not only contains the benefits of other Motor Spirits but gives additional advantages. Is this not adequate reason for using it consistently.



National Benzole Co., Ltd., Wellington House, Buckingham Gate, London S.W.1

Additional Advantages

Increased m.p.g.
Additional power
Better hill climbing
Elimination of pinking
Fewer gear changes
Sweeter running
Less carbonisation
Clean Engine



Tanks

Because great power is essential, National Benzole Mixture is used exclusively by the whole of the British Army Tanks.



'Planes

Benzole is now specified as a component of the aircraft fuel by the Air Ministry. National Benzole is supplied to most two-thirds of their requirements.

The Humber

12/25 H.P.

Models from £240 to £875

Dunlop Tyres Standard



"THERE goes another Humber," is the comment to-day as a car glides past with the full grace of a yacht. "Silent as the night—comfortable as the Ritz and a lasting credit to its designer," says an owner-driver. Easily among the leaders in the matter of appearance and comfort, here is a car in which the engine—the vital feature—is also in every respect superior.

BUILT FOR THE CAR-PROUD OWNER-DRIVER

HUMBER LIMITED,
COVENTRY, ENG.



MATTERS OF FEMININE INTEREST

The versatility of modern modes with special pictures of fashionable motoring attire

KEEPING pace with the rapid evolution of the modern woman, the versatility of modes for her many and diverse requirements is a triumph of the dressmaker's art. Moreover, her luggage need no longer be sent in advance of the touring party, with the possibilities of getting lost en route, but a modest luggage carrier on the back of the car will readily bear the brunt of her two boxes and a



A high crowned hat of fine smooth mouchon or suede, trimmed at front with pheasant pads. An ideal model for shooting or autumn motoring.

dressing case. Of the boxes, one, of course, will be a hat box, and very light in weight.

In the matter of luggage, however, a good deal depends still upon the nature of the holiday in addition to its motoring features, for, after all, is it not the car that takes us to the river or



A becoming hat in fine quality suede or felt, bound with ribbon and finished with band and bow. For autumn motoring or sports wear.



The coat illustrated is of an exceedingly smart and attractive design, giving the fashionable slim silhouette. Cut from the finest and most pliable skins, it is lined with a soft warm lining. The collar and cuffs are trimmed with best mink fur.

the sea, the golf course or the moors? The woman angler, for example, is rapidly appreciating the value of waders, certainly for sea trout, even if the water is too heavy for her to wade safely on many salmon rivers. It is comforting to know, however, that special featherweight waders can now be had, and the wise woman will include in her kit some rubber boots, which will often be all she wants and are much less trouble to put on than waders. They can, moreover, be worn with a skirt. This brings us to the

fact that a good tweed coat and skirt can be equally suitable for both fishing and shooting expeditions, and the fashion for caramel and blue shades will give place to the protective colouring of green, brown, heather or grey.

Golf will demand something easier and more elastic than tweed, with, of course, a high-necked jumper in silk or wool. There is a newer style than the polo collar; a close turned-down collar



A delightful hat in light weight satin straw, bound with ribbon and finished with feather pads to tone. Can also be had in felt or suede. Model, Miss Mai Bacon.

rather like the "Peter Pan" shapes that first converted us to the open neck. Somehow or other they do not seem quite happy in the thicker material, and undoubtedly the polo neck is better for the woman whose skin quickly sunburns.

Perhaps it is the pressure of civilisa-



A close-fitting little hat in stitched brown suede, softened by a tassel of silk. Admirably suitable for motoring and all-sports wear.

tion that makes so many people desire impromptu holidays, without chauffeur or lady's maid, so that they steal off in search of real country and adventure in caravans and so forth. Either for these brave folk or for the fair owner-driver one of the most practical and becoming of overalls is of indiarubber, in gay colours like our bathing caps. Thus attired the tyro in car washing or the amateur chef is splendidly protected, and the garment itself does not require the attentions of so sophisticated an institution as a laundry! Amusing little mackintosh capes can also be had for the bather to wear on the shore before and after her bathe, and they take up far less space in a bag than a wrap of Turkish towelling.

But whether we decide to go north, south, east or west, one of the most important garments to find a place even in the smallest dressing-case is a tea gown. If holidays have taken us with the great migration to the north for the "twelfth," we shall find already a cool tinge about the evening air, bracing and refreshing perhaps, but making a velvet tea frock a very pleasant possession; or perhaps a georgette



A smart brown leather coat made from supple skins. As will be seen, the coat is cut on straight lines: it is light yet very warm, and makes an ideal garment for walking or motoring.

Bordeaux red that look extremely well allied to smoke grey fur. Moreover, it is not likely to be cheaply imitated.

The most pressing sartorial problems in August are usually those of the younger generation. For the small mariner or the serious builder of sand castles an all-in-one garment of bright stockinette or linen may be simply but effectively made with three large buttons to fasten at the neck, and arranged on a cami-knicker principle secured with tiny buttons at the hem. Tussore silk is one of the best materials for young folk on holiday. It does not fade, shrink or wear out readily, and can be washed and ironed easily even by a busy nannie. It is a pity to dress the small brothers and sisters alike, and when the time comes to differentiate between them the little girl is nearly always left with some vague sense of resentment in the change which seems to favour her brother.

The various illustrated models on this and the previous page are creations by Messrs. Dunhills, Ltd., of 359, Euston Road, London, W.1, specialists in motor equipment. Prices, etc., can be had on application to this address.



A smart tailored coat made in natural kasheine, lined to the waist with self colour satin; slightly waisted belt at back. Model, Miss Mai Bacon.

coat may be worn over a light summer material. In this setting of heather-clad moors and grey skies the warm leaf brown, old gold, or even a claret shade is a happier choice than grey, blue, or even black and white.

The Charm of Black and White

Yet just now, while fashions are hanging fire, there is much to comfort those who are left at home in the charm of black and white. It is finding increasing favour, and even very young girls look well in it, though in their case the preponderant note should be white. A black crinoline hat with brim that swept up flat against the crown had a trimming of white stock, boldly upright too. A black velvet model of wide curving brim had the crown decorated with white feather pads. Costumes may be in black and white, or a black gown may boast a white "shirt front" effect. Chantilly lace is extraordinarily attractive over the palest shade of pink, or an apricot pink. White jabots relieve black gowns, and a black jabot or a black and white one may give character to an otherwise dull frock. It is important in choosing black and white patterned materials to see that the contrasts are well defined in the design, or the result may well prove uninteresting.

It is early days to say much about autumn modes, but we are certainly likely to see more of navy blue than for some time past, and there are some early models about in a new dull



This heavy natural tussore coat is delightful for wearing over summer coat to protect it from dust when motoring. Model, Miss Mai Bacon.

IMPORTANT NEW DEVELOPMENTS IN THE SLEEVE-VALVE ENGINE.

WONDERFUL POWER WITH SILENCE & ECONOMY FROM SMALL MOTORS

Daimlers now rank first for perfect all-round road performance.

NEW DAIMLER 16/55. The Leading Light 6-Cylinder Car.

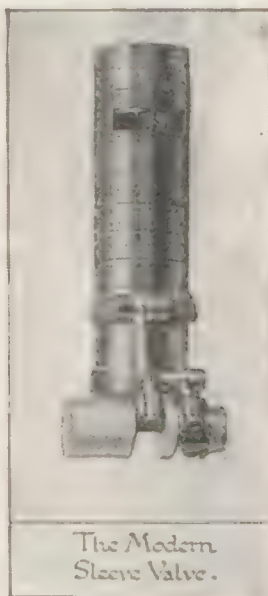
So phenomenal is the improvement represented by the new Daimler 16/55 and the other six-cylinder models of this series that they have become the most talked-of cars of the moment. For 17 years supreme in smoothness and silence, the Daimler must now also be ranked first in acceleration, hill climbing, and speed. In combining so perfectly qualities hitherto so dissociated the new Daimlers have established a standard of all-round road performance that is as great an advance as was the introduction of the sleeve valve engine itself.

Among the new technical features of interest in these cars, chief place must be given to the use of *steel sleeves*. Their extreme lightness and great port area enable them to sustain high power with perfect balance at speeds up to 4,000 revolutions per minute (65 m.p.h. on the 16/55). The central ignition plugs in the pocketless combustion chambers (which promote smooth running and give freedom from knocking) are connected to a magneto as well as to a coil, either of which can be brought into use, by means of a switch, without stopping the engine. The timing of the ignition is automatically regulated by a governor which simplifies correct driving. The lubrication is arranged on the most approved system of forced feed, and baffle plates are used in order to make the new engines smokeless.

The new Daimlers have created new motoring ideals. In all matters pertaining to economy of maintenance they are the cheapest. In this connection let it be remembered that the sleeve valve is *the only type of engine in the world that actually improves with use*.

To drivers, the new Daimlers are a revelation in ease, comfort, and speed. Light steering, light action clutch, and gears that are easy to change but seldom need changing. Four-wheel brakes that give absolute security and are always in perfect order because their adjustment is so readily accomplished by turning a handle that is accessible under the bonnet. To passengers, they are ideal as the only cars in which long journeys can be made quickly without fatigue.

If you can afford a new car, you cannot afford to go without a new Daimler for there is nothing equal to them on the market to-day. The 16/55 is the supreme light six-cylinder car and is, in all but accommodation, the equal of the 20/70, which is better than all other cars in the "Twenty" class. The 25/85, for all ordinary purposes, is equal to the previous 35 hp. and costs £200 less. The new 35/120 is a car unique; something that is only for those to whom the finest cars of yesterday are no longer good enough. It is not only in the first rank, but supreme among the best.



The Modern Sleeve Valve.

Chassis
£490

Demonstration is better than argument. A trial run will be arranged to suit your convenience.

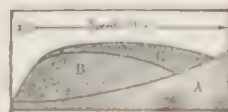
| | | | | | | |
|---------|---|-------|-------|-------|--------|--------|
| Rating | - | 16/55 | 20/70 | 25/85 | 35/120 | Rating |
| Chassis | - | £490 | £625 | £725 | £1100 | Price |

N.B.—A most attractive new design of inexpensive closed body has been developed for use with these Chassis.



The area C represents the improvement in the new Daimler.

THE
Daimler
CO., LTD., COVENTRY



A full explanation of this diagram is in the Catalogue.

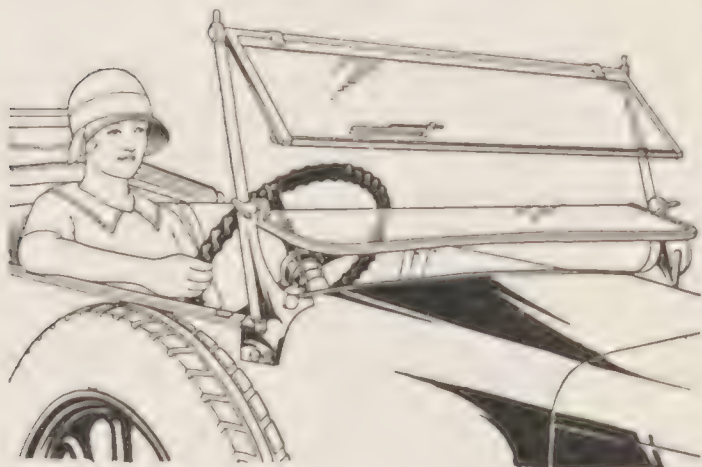
THE 14 H.P. STANDARD—A POPULAR CAR

Few cars possess such a measure of popularity, with motorists of many lands, as this sturdily built and moderately priced vehicle.

POPULARITY is the first legitimate offspring, metaphorically speaking, of Experiment wedded to Satisfaction; a statement as much affecting automobiles as anything else. This first "child" is, moreover, the leader of a very large and handsome family—Reputation, Service and Value, etc., all being born of the same noble



A praiseworthy feature is the special sliding side curtains. These allow all the ventilation required, but when closed eliminate those objectionable draughts so common in the many all-weather equipments.



Both upper and lower halves of the wind-screen are adjustable, a welcome feature when touring during hot weather.

parentage. And now, to leave the metaphor for the actual, a car which has gained for itself a high measure of popularity—a higher measure, perhaps, than any other car of its class—is the 14 h.p. Standard. By reason of its pleasing appearance, its efficient road performance and the low upkeep costs, Standard car owners, of which there are many thousands, have found abundant satisfaction in their choice. Hence this car's vast popularity!

The four-cylinder engine, rated at



There is ample leg-room, controls are conveniently placed, and the instrument board is of exclusive design. Note the useful parcels recess, the wide door, and the deeply designed seats.

13.9 h.p., has many modern improvements embodied in its design—each assisting in the one great aim for maximum engine efficiency. Lubrication is automatic, forced fed by means of gear pump to all bearings where an unfailing supply of lubricant is essential to easy running; and, on the thermo-syphon system, engine temperature is maintained to just that correct degree giving the best engine power.

There are four speeds forward and a reverse, with right-hand gate change. The brakes, differing somewhat from the average fitting, are of well-proved design and give a comforting degree of safety at all road speeds. The rear wheel brakes, of the expanding type, are operated by the hand lever, while the foot-brake pedal, when depressed, brings into action a powerful transmission brake, of the contracting type, mounted behind the gear box.

Now for a few remarks on the performance of this car whilst in our hands. To simplify matters, let us break this item into three headings: (1) Comfort; (2) Power; and (3) Reliability. And, taking them in their respective order, we found the Standard car an unusually pleasing vehicle for long-period journeys, with nothing wanting in the matter of body dimensions or upholstery excellence. The seating accommodation is on generous lines and is extremely comfortable. In

power, the 13.9 h.p. engine we found able to develop sufficient mechanical energy for all normal demands, and the car to be a good top-gear performer. Gear-changing is simple, the lower gear seldom needing attention even with the full complement of passengers.

The last item, Reliability, is truly the vehicle's most pronounced good feature.



The front seat is adjustable, to the extent of four inches, for the most comfortable angle of individual drivers. There is a pocket to each door.



What is normally a case for the tools and spares can also be used as a convenient foot rest. Note ample leg room.

It is extremely dependable—40 m.p.h. can be maintained for hours end, neither mechanical nor physical fatigue arising. It will, of course, accelerate to a much higher speed and decelerate to the 4 m.p.h. "crawl" without the least fuss. In brief, this moderately priced all-British touring car (the standard model is listed at £345, and £375 for the special model) deserves all the favours showered upon it, and certainly our complimentary summary.



The 14 h.p. Standard touring car in a variety of picturesque settings. Top—By the old Blackdown Mill, near Leamington; and at the “Fish” Inn, Broadway. Below—At Swalcliffe, Oxfordshire. The “Standard” is deservedly one of the most popular medium-powered touring cars on the road.

THROUGH THE VALLEY OF THE MEUSE

By CLIVE HOLLAND

Few continental tours offer such a variety of interest as that dealt with in the following article—beautiful natural scenery, architectural gems, interesting people and many quaint customs

THE reconstruction of Belgium and of Belgian roads—the high roads at all events—has proceeded apace since the Armistice; and nowadays English motorists can visit even the eastern portions of the country with confidence that they will find averagely good roads, comfortable hotels and inns, and prices comparing very favourably with those in their own country. To reach the head of the Meuse Valley, so far as Belgium is concerned, the best route from Ostend is by way of Bruges, Ghent, Termonde, Malines, and Hasselt to Maestricht, which latter town is mainly on the left bank of the Meuse, and is the capital of the Dutch province of Limburg. The latter thrusts a narrow strip of territory between Belgium and Germany, and Maestricht, by the banks of the swiftly running Meuse in the valley, the slopes of which continue till they join the Ardennes, is well worth seeing. An old bridge of nine arches connects the suburb of Wyk on the eastern bank with old Maestricht which, with its narrow and sometimes steep streets, has more the appearance of one of the old Flemish towns than of a Dutch one. In ancient times it had a chequered and blood-stained history. It possesses the oldest church in Holland, that of St. Servatius in the Vrythof, which was founded in the sixth century, and is still to-day a Catholic church, for Limburg is very largely Roman Catholic in religion. There are a number of interesting buildings in the town, among them the remarkable Oude Dinghuis (Old Law Courts) now used as a museum, stone built and strong as a fortress. The Renaissance Town Hall has a most beautiful and well-preserved collection of Gobelin tapestries, and the reputation for possessing the most cheerful chimes in Holland.

A run of less than five miles down the picturesque Valley of the Meuse takes one clear of Dutch territory, and in a few more miles one reaches Herstal through very pretty scenery. It is a picturesque town chiefly famous for being the birthplace of Pepin of Heristal (d. 714) who was major-domo of the palace and practically the ruler of the Frankish Empire of that time. The town disputes with Aix-la-Chapelle the glory of being the birthplace of Charlemagne.

Liège, the most beautiful and largest city in the Valley of the Meuse, is but five miles farther south. It is strikingly situated on both banks of the river, and also on the Ourthe. It has a population of nearly a quarter of a million, and great industrial concerns. Fort de Loncin, by far the most notable of the world-famed forts, is now a ruin about four miles outside Liège itself, and a much-frequented place of pilgrimage for tourists and the inhabitants of Liège, especially on Sundays.

The city is quite a delightful place, and motoring, especially the activities of motor cycling touring clubs, plays a very important part in its life. Much of the life of the city centres round the Place de la République Française, where many of the best hotels are to be found. From the heights of the Citadel, reached by a steeply climbing road from the Place St. Lambert, one obtains a wonderful panoramic view of the Valley of the Meuse as well as of the city itself.

The chief things to see are the Cathedral, dating in part from 1280, but now a poor-looking building; the striking, flamboyant church (1513-38) of St. Jacques, with an old twelfth

century Romanesque tower and facade; and the Maison Curtius, on the quay under the Citadel hill, built in 1600, now an archaeological museum with many interesting interior architectural features. The old and beautiful Palace of the Princes, once the residence of the Prince Bishops of Liège, who for ten centuries governed the city and the province, has since the French Revolution been used for the Courts of Justice; the cloisters are particularly beautiful.

A run of some fifteen miles takes one rapidly to Huy, through charming scenery with the river winding its way past wooded banks and high rocky eminences. The town stands on both banks of the Meuse, midway between Namur and Liège, in a stretch of picturesque river scenery. There are great paper mills at Huy, which stand at the confluence of the Hoyoux and Meuse. The river crosses the river by a fine old seven-arched bridge. The nineteenth century Citadel, placed on a rock high up above the town, overlooks it, and the beautiful church of Notre Dame. On the hill above the town, and on those set back from the banks of the river, are many vineyards forming a very picturesque feature of the landscape. The cathedral of Notre Dame is one of the finest churches in Belgium; it was begun in 1311, but was considerably rebuilt in the sixteenth century. The west porch is particularly beautiful, and it also has a remarkable rose window. One of the tall western towers. One of the picturesque corners of the town is near the Drag Chain Bridge, which is a pretty little tree-shaded Place. From the tow path along the Meuse, above which an excellent motor road passes, one gets many beautiful peeps of the rocky but well-wooded valley through which the river passes on its way to Namur.

Namur, which figured prominently in the early days of the War, has largely recovered its former prosperity. It is a pleasant town, situated, as are so many of those in the Meuse Valley, by a citadel long out of date, and now converted into pleasant promenades and public gardens. There still survive in this bustling town some interesting and ancient houses; but it will be chiefly remembered by tourists



The Roche à Bayard near Dinant, 180 ft. in height



THROUGH THE VALLEY OF THE MEUSE TO THE
FRENCH FRONTIER.

A MOTOR trip down the Valley of the Meuse is one of the most beautiful tours that can be taken in Belgium. Pictorial towns, villages, and beautiful woodland and scenery succeed another. Liège is one of the largest, historic and most picturesque cities of Belgium, with many of interest, among them the old town of the Prince of the Prince (top left). National Park at the confluence of the Sambre with the Meuse (top right).



Belgian roads can be both uninterestingly straight, and very picturesque; down the Valley of the Meuse one's road (centre) is often tree-shaded and extremely pretty. The river has many picturesque sights, none more so than the Cable Ferry at Profondeville (bottom left). Few more beautiful towns than Dinant, with its great rock known as the "Gibraltar of Belgium," existed before the War. It was beloved by artists. We give a pre-War picture (bottom right) of the delightful town which the Germans left in ruins.



for its general picturesqueness, its fine old stone bridge, called the Pont de Jambes, spanning the river, with foundations said to date from the time of Julius Cæsar, and the pretty views one obtains up the Sambre, which at this point flows into the Meuse.

The valley road onward to Dinant takes a sharp direct southward turn just outside Namur, and runs through small towns and villages and picturesque scenery to the ancient town of the brassworkers or Dinandiers whose trade gave it its name, Dinant.

Soon one comes to Profondeville, a little village which lies under the cliffs close to the left bank of the Meuse. On the heights above it stands a chapel which is said to have been built by some of the first cultivators of the vine who settled in this part of the valley. A very pleasing picture of Profondeville, with its spired church, round which most of the houses have grouped themselves, reflected in the broad stretch of the jade-coloured river which flows by it, is obtained as one approaches it round a sharp bend in the road. On the opposite shore there are some wonderful rocky cliffs and marble quarries, which in ancient times, when this district was the scene of many struggles between the early counts and kings, formed very strong positions. Hereabouts, the rocks, many of them several hundred feet in height, often come so close to the banks of the river that there is only space for the high road, and a line of cottages or houses which seem to cling to the base of the cliffs themselves.

Two pretty hamlets, Burnot and Rivière, stand on the left bank opposite Godinne, the view of which last-named village which one gets as one rounds a bend of the river is delightful. From Profondeville to Rivière the road is charmingly picturesque, and the river almost equally so. Rocky heights shut one in for a mile or so, and then there is a break with narrow green fields and grassy slopes stretching up from the river bank on the one hand to the hills.

Then, after the river has taken another sharp bend, one comes to the old Seigneurie of Godinne, which is half a château, half a farm, with the river washing it, rising white-walled and spired, and with its roofs and gables covered with gray-blue slates. The little village has an interesting church dating from the sixteenth century, which adjoins the château and is in the same style of architecture. Yvoir, which lies, a collection of tiny and larger houses, at the base of a ridge of wooded rocks, is delightfully old-fashioned and is a good place at which to stop for a night. Here are

ruins of the castle said to have been founded by Charlemagne.

A little farther south and one reaches the pretty village of Bouvignes, which, in the Middle Ages, was engaged in constant feuds and disputes with Dinant. The village is but a memory of its ancient greatness, but traces of the latter can be seen in the fragments of fine architecture, and here and there an old house. The Maison du Bailliage or residence of the Bailliwick is a fine sixteenth century building, and one of the most remarkable in the Valley of the Meuse.

Opposite Bouvignes, the little river Lesse falls into the Meuse, and in the gorge or narrow valley through which it passes, are situated some of the most picturesque of the many water-mills to be found in the Valley of the Meuse. A short way up the gorge stands the ancient and noted Abbaye de Lesse, which was founded in the middle of the twelfth century. Here Charles the Bold lodged on the first night after his arrival at Dinant in 1466.

A mile or two and one is in Dinant, one of the most picturesquely situated towns in the whole of Belgium, which, unfortunately, was almost entirely destroyed during the War, but, although ancient Dinant with its picturesque grouping of old houses under a range of rocky cliffs, the highest point of which is crowned by the citadel, has given place to a modern reconstructed town, its beauty of situation happily remains unimpaired. The citadel is still the first thing to strike one as one comes in sight of the little town, which in pre-war times was dominated by its fortress, and the fine thirteenth century church of Notre Dame, whose bulbous baroque spire, almost Eastern in character, was one of the features of the landscape.

Most of the public buildings as well as private houses were burned out in the early days of the War, when, on August 15th, the Battle of Dinant was fought. But in front of the Hotel de Ville, the sculptured group of Wiertz, who was a native of Dinant, depicting the Triumph of Light, still remains. Anciently, the Meuse at Dinant was spanned by a fine stone bridge of many arches, but this was replaced in 1870 by one of steel and iron at a point a little above the church. Dinant has been the scene of many tragedies. Most of the male population were massacred in 1446 by Philip the Good; the town was captured by the French in 1554, and again in 1675; while in August 1914, the Germans came, and burned, ravaged and destroyed; shooting large numbers of the inhabitants in cold blood.

The view from the citadel is worth climbing to get. About a mile farther down the river one comes to the famous Roche à Bayard, a needle-like pinnacle of rock 180 ft. in height named after Bayard, the Horse of the Quatre Filles Aynion, four legendary figures of the Middle Ages.

Anseremme is the next picturesque little village on the way to Freyr. Very charming is the old Priory on an elbow of peaceful meadow which is thrust out into the still waters of the Meuse, a great contrast, indeed, to the high rocky cliffs on the opposite bank; the old monkish habitations being a little oasis amid the river scenery above and below it.

One soon comes to Freyr, resting in a beautiful stretch of the valley on the left bank, at this point, at the back of the little town, the slopes are less steep, and come gently down from the uplands, clothed in dense woods, which extend to the flat meadows bordering the river. The fine and stately Château de Freyr, of the seventeenth century, has a beautiful setting amid the varied greens of rich woodlands. The gardens of the château are said to have been laid out by Le Notre, and modelled on those at Versailles.

On the opposite shore to the village are great rocks consisting of huge masses, and "needles" providing a good example of the rugged scenery through which the Ardennes rivers make their way.

The scenery from Freyr to Waulcourt ever increases in picturesqueness and grandeur. Shortly after leaving the former place one comes upon the château of the Comte de Loubespain, situated, as is that of Freyr, close to the road in a beautiful bend of the river. The building is surrounded by a picturesque wall and environed by trees and lofty poplars. Hastière Lavaux lies in another sharp bend of the Meuse. Many civilians were killed here on August 23rd, 1914, and the fine old Abbey church, with Romanesque nave and Early Gothic choir, was burned. The high rocks above the village are the Rochers de Tahaux, containing several great caverns.

Thirteen miles farther on one reaches the French frontier town of Givet, which is rather gloomy, and on both banks of the river at the end of the narrow strip of French territory which projects into Belgium. Charlemont lies on a steep rock, 700 ft. in height, from which a fine panoramic view of the river and valley is obtained. Sedan (48 K.), where the Emperor Napoleon III surrendered to the Germans in September, 1870, and Verdun (41 K.) can easily be visited from Givet.

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BY CAR IN THE LAND OF "INGOLDSBY"

By V. CAMERON TURNBULL

The "Ingoldsby" Country lies, for the most part, in East Kent, and its capital is certainly Canterbury, the birthplace of "Thomas Ingoldsby" and the scene of his famous "Nell Cook: A Legend of the Dark Entry"

NO collection of English humorous tales in verse or prose has enjoyed a greater popularity than the *Ingoldsby Legends*. What a book! A rabble of saints and devils, knights and ladies, witches and smugglers riots through its pages, and one gasps one realises that they have all jumped off the pen of one decorous clergyman. The Rev. R. H. Barham delighted in uproarious fun—"romping with horrors," as it has been admirably expressed; he delighted also in the finer fun of mystification. One of his methods was to link his tales to well-known places. The "Ingoldsby Country" (which Mr. Harper has so industriously surveyed) lies for the most part in East Kent, and no town of that district is more intimately connected with both Barham the man and "Ingoldsby" the author than Kent's ancient capital, Canterbury.

The ideal, the Chaucerian, manner of entering Canterbury is, of course, by Westgate; but the seeker of "Ingoldsby" associations should choose the southern approach of Wincheap. Here, in the rather mean Wincheap Street, and in a district where Marian martyrs and one comes across the façade of five little red brick houses, the centre one of which bears an inscription naming "Mr. Thomas Harris of this City" as the "Founder of these Five Almshouses . . . for the Maintenance of five Poor Families for ever." Alas for that "for ever"! The windows are blank, the doors are barred, and across the modest frontage of the "Five Almshouses" is nailed a board advertising a firm of "carriers and haulage contractors." For us, however, the interest of the inscription lies in the name of the donor, Harris. Richard Harris was once a governor of this now defunct charity, being, in fact, the great-grandson of Harris's father and heiress. Now, Mary Harris brought to her husband certain properties, including the manor of Tappington Everard, in the family of Sir Reginald Fitzurse, one of the four murderers of Thomas à Becket. The ill-omened name Fitzurse ("Bear's

Son") was changed to "de Bearham," subsequently corrupted to Barham. In the seventeenth century, the family manor of Tappington Everard passed into the hands of the aforementioned Thomas Harris, a Canterbury hop factor. If, therefore, Harris's son-in-law, Thomas Barham, was truly a descendant of the Fitzurse Barhams—a matter of some doubt—the marriage of "Ingoldsby's" great-grandfather meant the restoration of family property to its original house.

Leave Canterbury by the Dover Road, cross Barham Downs ("Tappington Moor") to Denton, and you will reach Tappington Everard (also styled Tapton), some eight miles south of Canterbury. The house is now, as it was in "Ingoldsby's" day, a beautiful old farmstead with Tudor chimneys. This is the building which, dowering it with some of the features of its neighbour, Broome Park, Barham described as Tappington Hall, where

the famous "Spectre" played its breeches-stealing antics, a place connected by a thousand ingenious fabrications with the family legends of its mythical owners, the Ingoldsbys. It lies outside the range of the present article, which is confined to Canterbury; but no one can write of R. H. Barham without mentioning the headquarters of his imaginings and his boyhood's home.

Canterbury, however, holds the house of his birth. As we move towards it from Wincheap Street to Castle Street, we come upon another "Ingoldsby" landmark, which reminds us that the old city possesses not only a cathedral but also a castle. Not many of the citizens seem to be aware of this fact! I could not buy a photograph, go where I would; and one young saleswoman asked, "Is there a Canterbury Castle?" adding indulgently, "Oh, I suppose you mean the cathedral!" It is true that nothing remains of the castle but the shell of its keep: Barham likens it to a

well-scooped mouldy Stilton cheese. Yet this keep, the walls of which are eleven feet thick, is the third largest in England, and is attributed to Bishop Gundulph, who built the White Tower, or central keep, of the Tower of London. The castle's history is inglorious, and its present condition is no credit to Canterbury. As one guide-book dryly observes: "It forms an admirable coal cellar for the gas-works!"

This degradation had already begun in Barham's day:—

"The keep, I find, 's been sadly alter'd lately,
And 'stead of mail-clad knights
of honour jealous,
In martial panoply so grand and stately,
Its walls are filled with money-making fellows,
And stuff'd, unless I'm misinformed greatly,
With leaden pipes, and coke, and coals, and bellows;
In short, so great a change has come to pass,
'Tis now a manufactory of gas."

Thus "Ingoldsby" in "The Ghost," the "Legend" of the henpecked cobbler, who dreams that he is led by the ghost of an old man to "a court obscure and lone," where the apparition



The "Dark Entry," Canterbury Cathedral, the scene of the "Nell Cook" Legend.

points to an iron ring in the pavement, and vanishes. The cobbler's method of marking the spot elicits, it will be remembered, "a withering shriek" from his good woman!

Going forward in a straight line from the Castle, and crossing the narrow High Street, gaily beflagged once a year for Canterbury Cricket Week, we find ourselves at length on the site of the old Butter Market. Here is the magnificent Tudor Christchurch Gate, luring one on to the Cathedral; here is the artistic War Memorial, giving place to which the Marlowe Memorial has retired to the Dane John. The "Ingoldsby" pilgrim leaves his car at this spot and turns to the right up Burgate Street. A quaint old thoroughfare! The tower on the right is all that remains of St. Mary Magdalene's, the church of Barham's baptism. A few paces farther on, at the same side, stands No. 61, the commodious and admirable old town house, dignified in its plainness and not devoid of old-world charm, in which, on December 6th, 1788, was born the author of *The Ingoldsby Legends*. His father was a stout and genial alderman of literary tastes, who died when the boy was but six years old; his mother was a merry soul from whom the little lad derived his pretty looks and lively fancy.

Would it not be a pleasant thought that this brilliant boy, already so linked to Canterbury and its neighbourhood, and destined to add to their fame, was educated at the old King's School of the Cathedral foundation? Certainly, "Thomas Ingoldsby" did his best to make us believe that this was the case. In the introduction to that "King's Scholar's Story," "Nell Cook: A Legend of the 'Dark Entry,'" he talks of "grinding gerunds at Canterbury," and in the verse preamble to the legend itself he presents himself most effectively as a little King's Scholar. It was all his fun! Richard Barham was educated at St. Paul's School, London, where for two years he was "captain." But Nell Cook calls us to the "Dark Entry."

Passing through Christchurch Gate and skirting the glorious south side of the immensely long Cathedral, one bears round past Becket's Crown at the east end with possibly a thought of the Archbishop's murderer, Barham's supposed ancestor:—

"A fair cathedral, too, the story goes,
And kings and heroes ~~he~~ entombed
within her;
There pious Saints in marble pomp
repose,
Whose shrines are worn by knees of
many a sinner;
There, too, full many an aldermanic
nose
Roll'd its loud diapason after dinner;
And there stood high the holy scone
of Becket,
Till four assassins came from France
to crack it."

And let us not forget that Becket, as a fiend-subduing saint, is the hero of that "Legend" which deals with "The Brothers of Birchington."

Passing the ruined arches of the old monastic Infirmary, north-east of the Cathedral, one plunges into the "Dark Entry," a long, partly-covered, semi-ruinous passage that skirts the beautiful baptistery garden and emerges on the Green Court. Primed with "Ingoldsby" lore, King's School boys of my day used to peer down this weird passage on Friday nights in the fearful hope of seeing Nell Cook's ghost, and possibly their sons of to-day have not forgotten the tradition. Once I almost persuaded myself that I had seen the spectral lady! "Ingoldsby" has written nothing more amusing than this slightly "so-so" story of the

Canon who "had a merry eye," the comely cook, and still comelier "niece," who raised the murderous jealousy of Nell Cook to the point when

"She bought some nasty Doctor's stuff, and she put it in a pie!"

And who can mention this "Legend" without referring to the incredulous sacristan, immortalised in the one line:

"But he puts his thumb unto his eye
and spreads his fingers out!"

Barham, who wrote so much of the Saints and their legendary intensions in human affairs, might have been pardoned for believing himself to be under the wing of St. Paul. For the St. Paul's boy, after Oxford and the St. Paul's boy, after Oxford and ordination, followed by one or two Kentish curacies and one Kentish incumbency, found himself, rather unexpectedly, a minor Canon of St. Paul's. The preferment, which led to others, took him, of course, to London. Here, settling ultimately in Amen Corner, he mingled with the notabilities of the day, exchanging jokes with Sidney Smith and Theodore Hook, and receiving from his friend Mrs. Hughes the delightful grandmother of "Tom Brown" Hughes, many of the stories which afterwards appeared—in *Bentley's Miscellany*—as the "Legends" of deathless fame.

Among the brilliant personalities of that day Barham moves, a man of overflowing spirits, abounding in kindness and sound sense, a country gentleman in spite of urban surroundings, and a "high-and-dry" Tory

parson who was yet a true friend of the poor. Sorrow pierced him in the death of five dearly-loved children, one of whom was the "little Ned" of the *Legends*, inspired that exquisite lyric, "As I was a - Thynkyng," which was written shortly before the author's own death. This took place on June 17th, 1845, in the fifty-seventh year of his age. His dust lies in Kensal Green Cemetery, and a tablet in the crypt of St. Paul's commemorates the Cathedral's beloved and most renowned minor canon.



A delightful view of the tower of St. Mary Magdalene, where "Ingoldsby" was baptised, showing also some of the town's age-old buildings.

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That's why, years after you buy a Hampton, you are still waiting for the time for it to fail you—if you haven't forgotten in the meantime the very meaning of the word "trouble" in connection with your motoring. Just let your local Hampton dealer show you the facts of Hampton supremacy.



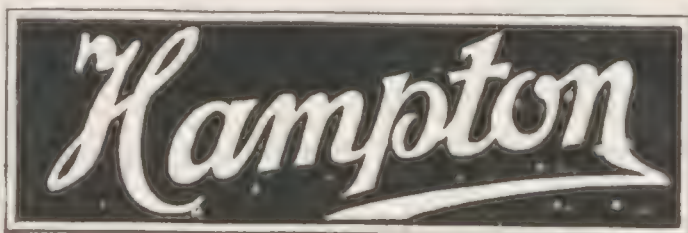
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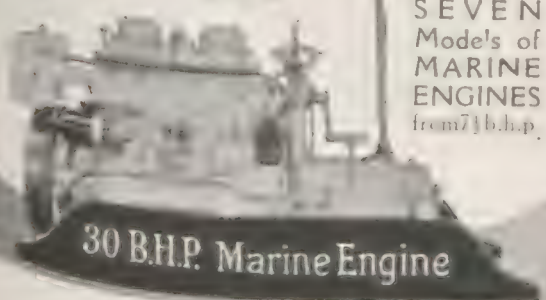
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THE NEW 6-CYLINDER OVERLAND SALOON

With very pleasing lines, luxurious comfort, and a distinctly excellent performance, the new 6-cylinder Overland Saloon constitutes the very latest in real value for money

EVER since Mr. John N. Willys, of the Willys-Overland Co., exclaimed at the 1924 Olympia Motor Exhibition that "Overland will build a Six, and a Six that will be a notable product in looks, performance, and value," we have been patiently awaiting the fulfilment of his promise in the real form, *e.g.*, a distinctive 6-cylinder model Overland actually on the road. At the time Mr. Willys made the announcement the car of which he spoke had all but completed the two years' laboratory and road tests that elapsed between its inception and its production. To-day this new Overland model is a reality, and very much so, for it has more than justified its originator's Olympia promise. In regard to Looks, Performance, and Value, it is truly far and away ahead of most auto-vehicles listed in its class.

Perhaps it may be as well to paraphrase its features and qualities under those three headings. Let us take them, therefore, in the order as named:—

LOOKS.—Long, low, luxurious lines, gently rounded roof, and a charming colour scheme of smoke blue and grey lined with gold. The handsome radiator is nickel-

MECHANICAL SPECIFICATION.

SIX CYLINDERS—R.A.C. Rating 21'6 h.p.

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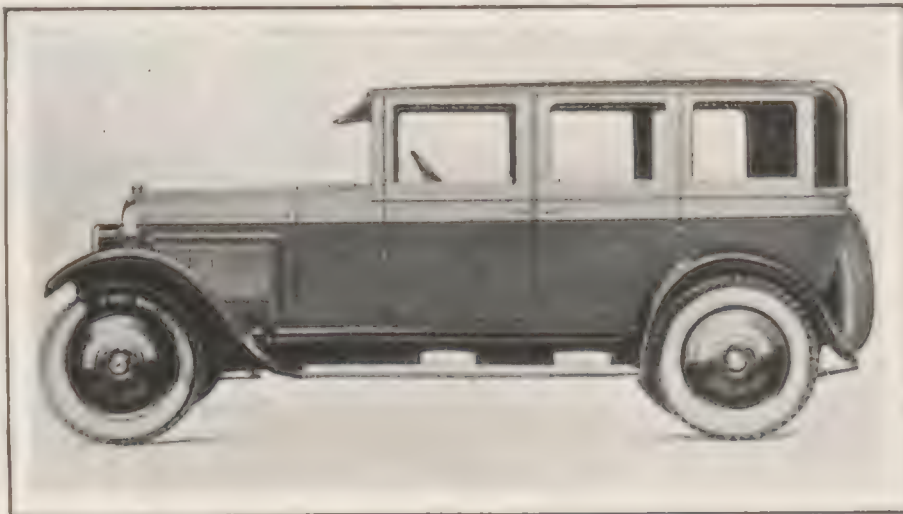
IGNITION—Battery and coil.

ELECTRIC Lighting and Starting.

CLUTCH—Multiplate disc of exceptional smoothness.

SPRINGS—Semi-elliptic, front and rear.

Price of Saloon de Luxe—£395



Note the long low lines and rounded roof. The body is painted smoke blue and grey, with black mud-wings and roof, while the interior is in grey velour.

COMFORT.—Entries and exits are facilitated by four extremely wide doors. The wheelbase of 9 ft. 4 in. balloon tyres, long semi-elliptic springs underslung at the rear and Gabriel snubbers front and rear; combined with excellently sprung and deeply stuffed upholstery justify the usage of that much used term "armchair riding ease."

In addition all windows are adjustable, those on the four doors being fitted with quick-action windows; the large rear light has a roller blind, and a roof light is also provided.

The equipment includes electric lighting and starting; head, side, rear, dash, and roof lights; spare wheel and tyre; snubbers (Gabriel) front and rear; electric horn; sun visor; automatic windscreen wiper; licence holder; interior driving mirror; oil pressure gauge, ammeter, ignition switch, speedometer with recorder; floor mats, full kit of tools, pump, jack, registration number plates, luggage grid.

Concluding, at the price of £395, together with its many pronounced good features, it is undeniably a very "able" product.



The exceptionally imposing front view.

plated, as are all interior fittings; the upholstery is of grey velour to match the grey of the body. Disc wheels are painted blue in the centre with an outside band of grey and lined with gold. In short, it is a complete break-away from the square drab appearance of most moderate-priced saloons hitherto available.

PERFORMANCE.—Handsome as it does, and the performance of the Overland Six is as distinguished as its appearance. It is really a top gear car with the lightning acceleration associated with the highest priced cars. Under actual test at the Overland Works, Stockport, it reached 25 m.p.h. in top gear in 12 seconds from a standing start. It can be throttled down to 2 m.p.h., or urged forward to 55 m.p.h. in one smooth, vibrationless effort. The only way to grasp the capabilities of this remarkable engine is actually to drive the car.



A clear idea of the general roominess.

ONCE A MOTORIST ALWAYS A MOTORIST

The motor yacht as the complement of the car—a few pictures of the luxurious 100-ton motor yacht "Mahceeb"



Above : The 100-ton motor yacht "Mahceeb," a picture taken during its trials, now successfully completed.

Below : The engine room, showing two Thornycroft C 10 type 6-cylinder paraffin engines, fitted with reducing gear. These develop 150 b.h.p. and give a speed of nearly 11 knots.



some example of first-class yacht construction, is 92 ft. in length. Two Thornycroft engines, having a total power of 150 b.h.p. and fitted with reducing reversing gears, are installed and give the boat a speed of nearly 11 knots.

The owner's cabin, situated just aft of amidships, extends the breadth of the yacht, thus enabling the maximum of comfort to be embodied in the arrangement. The decoration of this compartment is very attractive; all the furniture being of grey wood, including the large double bed, full height wardrobes on each side, dressing table, settee and writing desk. The "Mahceeb" is, in fact, a miniature palace afloat.

As a complementary hobby or pastime of the motorist motor boating is becoming increasingly popular, and nowadays many motor owners are dividing their leisure hours between the old and the new attraction—a pleasant drive to the water's edge, an exhilarating run over the glistening foam of lake or river, concluding with a happy drive to home again; for ever delighting in the mastery of man over machine. And one of the latest motor yachts to be built to the special instructions of a keen motorist is the 100-ton "Mahceeb," constructed by J. I. Thornycroft & Co., Ltd., to the order of Mr. Henry Beecham.

This new vessel, a very hand-



The owner's cabin, situated just aft of amidships, extends the breadth of the yacht.



The beautiful deckhouse, situated forward, where meals can be served in absolute comfort.

MOTORING NEWS OF THE MONTH

Golf Ball for H.R.H.

THE Maxfli with which the Duke of York drove off at the opening of the new golf course in Richmond Park has been presented to His Royal Highness as a memento of his memorable achievement.

Beware of Harvest Wagons.

The R.A.C. desires to draw the attention of all motorists to the need for extreme caution whilst driving through rural districts during hay-time and harvest, when wagons loaded with hay or corn will be entering the roads from adjoining fields. The National Farmers' Union has issued a special warning to all its members on the subject, and is acting in concert with the R.A.C. in order to reduce the number of accidents arising from this cause.

Motor Owners and the Hospitals.

We have received the following letter from the organisers of the "Save the Children Fund," and in view of the urgent and valuable assistance required, calling for a minimum of sacrifice on the part of motor-owners, we sincerely trust that our readers will respond to this genuine appeal wholeheartedly.

SIR,—May we, through your columns, appeal to the owners of motor-cars in London to help us in a very serious need? Mothers with their babies are, as a general rule, discharged from the maternity hospitals after ten days; many children operated upon for the removal of adenoids and tonsils return home a few hours after the operation; children in surgical convalescent homes come up periodically to consult the specialists at their hospital. At the various hospitals there is much individual effort to help these patients, but for few of them is there any organised service of transport, and only in exceptional cases is it possible for the patient to afford a taxi-cab.

Remembering the large measure of public spirit and goodwill shown by motor-car owners to military hospitals

during the war, and in view of the great increase in the number of owner and motor drivers since, may we venture to ask that a little voluntary help may now be given to the civil hospitals by those who are fortunate enough to own cars?

The suggestion is that motor owners should be willing to place themselves on a panel, stating which hospital they would prefer to help and the days and hours when they would be willing to drive patients to or from hospital. The names and addresses of those kindly willing to assist should be sent to Miss Macintyre (motor-car appeal) Save the Children Fund, 26, Gordon Street, Gordon Square, W.C.1.

We are, etc.,

PERCY ALDEN,
Chairman of the Council, Save the Children Fund.

A. M. SMITH,
For Hospital Almoners' Association.

Motoring Losses.

Among the services rendered by the Automobile Association to members, is the recovery, whenever possible, of articles lost during journeys.

During one week the A.A. patrols found 35 lost articles on their beats—including 6 bunches of keys, half a dozen articles of clothing, and 4 hood covers. 12 number plates were found, indicating that greater care in fixing these is necessary.

Altogether 61 articles were reported as lost by members. In addition to a number of spare wheels, tyres, tools, hub caps, and starting handles, 11 hood covers were lost, half a dozen handbags and luggage bags, 6 coats, etc., and half a dozen bunches of keys.

Every effort is made to discover the owners of "found" property, and motorists who have suffered such losses are invited to communicate with the Secretary, The Automobile Association, Fanum House, New Coventry Street, London, W.1, stating, if possible, the roads on which their property was lost.

For the Lady Motorist.

We have received a beautifully produced brochure, entitled "The Lady's Little Coupé," which presents in an attractive form all the many advantages of a coupé designed exclusively for the lady motorist. It is the story of a mobile companion ready for whatever service is demanded—the theatre, shopping, excursions, to the club, the open road or any other activities where a handsome and reliable light coupé would be a useful helpmate. Lady readers would be advised to write for a copy of this booklet from the publishers, Leyland Motors, Ltd., Kingston, Surrey.

A Book you must Read.

All motorists should peruse the pages of a profusely illustrated manual entitled "Safety First Driving and Scientific Lubrication." In this most handy booklet, advice of the soundest nature is given on the best and proper methods, and the finer art of real Safety First Driving. Moreover, it has been compiled by one of the most eminent motoring authorities extant. Included in its pages are many useful and practical hints, both in driving and on the care of the car; road signs and signals, correct lubrication, and recommended best oils for all purposes of motor engines. This useful publication can be obtained on application to Messrs. W. B. Dick and Co., Ltd., of 26, Grosvenor Gardens, London, S.W.1, manufacturers of the well-known Ilo oils.

Proving its Capabilities.

The new three-litre model Sunbeam scored a notable success in the two four hours' race over the Sarthe course in France recently. Driven by Chassagne and Davies, it covered 1,350 miles within the round of the clock, and thus qualified for the second year's race for the Sunbeam Biennial Cup. The Sunbeam ran with impressive consistency throughout the exacting contest, thus again demonstrating the excellence of Sunbeam design and workmanship.



In the recent London to Edinburgh trial Mr. A. Procter of Leeds secured a gold medal for the fourth consecutive time in this annual event with the same car. His car, a Wolseley "Fifteen," is seen crossing Fleet Moss.



An Alvis car, with front wheel drive, made a very fine performance at the classic Hill Climb, recently held at Snettisham, Norfolk. The car is seen taking a severe right hand corner, holding the road remarkably well.



INDEX TO ADVERTISERS

If you wish in this world to advance,
Your merits you're bound to enhance;
You must stir it and stomp it,
And blow your own trumpet,
Or, trust me, you haven't a chance.

—W. S. Gilbert.

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WHEN REPLYING TO ADVERTISERS

August, 1925

BROADCASTING BUSINESS BREVITIES

In Acknowledgment.

For the photo Roche à Bayard, which appears in the article on pages 37-39, "Through the Valley of the Meuse," by Clive Holland, we are indebted to the courtesy of Messrs. W. H. Smith and Son, of Brussels.

Price Reductions.

Effective July 1st, Renault, Ltd., announce price reductions on their 8.3 h.p. and 13.9 h.p. models as follows:— 8.3 h.p. four-seater Torpedo, £219; 8.3 h.p. four-seater Saloon, £269; 13.9 h.p. chassis, £270; 13.9 h.p. Torpedo, £329; 13.9 h.p. English Torpedo, £430; 13.9 h.p. Standard Saloon, £395; 13.9 h.p. three-quarter Coupé, £505; 13.9 h.p. three-quarter Landaulette, £525; 13.9 h.p. English Saloon, £525.

These prices will only affect their stock of duty free models.

Belsize Spare Parts.

The following letter, received from Messrs. Grice and Harrison (1922), Ltd., of Hope Works, Sherborne Street, Birmingham, is self-explanatory to those whom it interests:—

DEAR SIRs,—With reference to the small announcement in THE MOTOR OWNER advertising our stock of spare parts for Belsize cars, it may interest you to know that since this was inserted we have had such numerous inquiries that it has become necessary for us to increase our supplies, and we can now meet demands for back axle and engine spares.

We mention this in case same may be of interest to you.

Proving its Quality.

We are informed that the first, second and third man home in every Motor-cycle Tourist Trophy Race used Wakefield Castrol Motor Oil. This beats even the Castrol record of last year, when every place except third in the Ultra-Lightweight Race was won by a Castrol user.

Make a Note of This.

The Clyno Engineering Co. (1922), Ltd. advise us that the Clyno 4-door Saloon, selling at £275, formerly advertised as the Clyno "Regent" Saloon, has nothing in common with the bodywork built by The Regent Carriage Co., Ltd., of London.

Some Interesting Figures.

Readers may be interested to learn that on June 3rd last, at Somerset House, London, the Vulcan Motor and Engineering Co., Ltd., of Southport, registered satisfaction to debentures to a value of £100,000. This follows the registering of satisfaction of £250,000 in debentures on August 2nd, 1924—a very remarkable achievement.

A New Four.

Rated at 20.9 h.p., and possessing high powers of acceleration, remarkable road-holding qualities, an efficient system of hydraulic four-wheel braking, an unusually sturdy chassis and body construction, and the acme of riding comfort; the new Chrysler Four, just produced by Maxwell-Chrysler Motors, Ltd., of Mortlake Road, Kew Gardens, Surrey, has every promise of gaining the immense popularity which has been claimed by its more powerful sister vehicle, "The Chrysler Six." It is undeniably an excellent job, well designed and exquisitely finished, while the low prices asked for the large range of models form an even greater attraction.

We hope shortly to give readers an account of the performances of this car on the road.

A Book to Acquire.

We have nothing but praise for the compilers and publishers of *The A.A. Road Book of England and Wales*.

Its comprehensiveness may be gathered from a brief résumé of some of its principal contents. These include over 800 itineraries covering about 31,000 miles of roads, together with 60 routes showing the principal exits from London and cross-country links round London.

Bound with the book is the new A.A. map of England and Wales (in atlas form), which is on a scale of 12 miles to the inch. On this map over 4,000 place names are legibly printed.

There is also a map of London and its environs on the one-inch scale, together with a large scale plan of central London, and 75 smaller town plans.

An extensive and most interesting azetteer of the principal towns forms part of the letterpress.

The book is published by Messrs. Cassell and Co., Ltd., on behalf of the Automobile Association, at 15s. net.

Here is a work which should find a

home in the library of every motorist, or, better, still in a pocket of his car.

A Remarkable "Double."

The proof of every pudding is in the eating, and to judge from facts and figures the puddings prepared by General Motors have a distinct "cut and come again" element about them.

Statistics recently produced show that in the total sales of high-priced cars in New York for the month of April the car that led the way—and by a margin of 20 per cent.—was Cadillac. In the class best described as the "medium-priced" the car with the largest sale, this time by a clear lead of over 25 per cent., was Buick. Both models are General Motors' products.

Coming from two great classes of motor buyers, this double event is a bouquet of which General Motors may reasonably be proud, and is a fine tribute to the consistent quality of their products.

More New Figures.

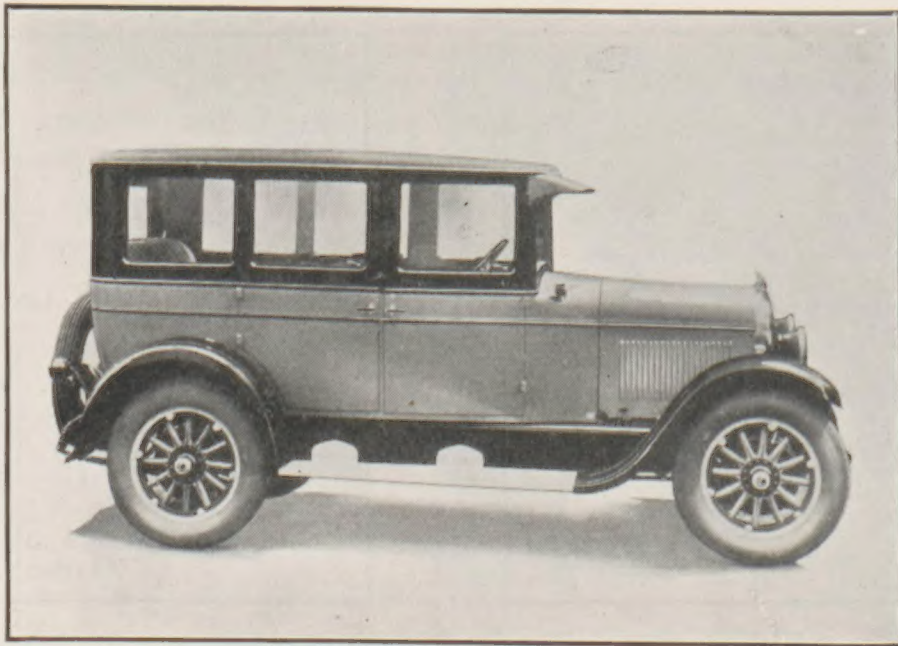
The new prices of Minerva cars are, as from July 1st, 1925: Chassis with tyres, 15 h.p. 4 cyl., £440; 16 h.p. 4 cyl., £475; 20 h.p. 6 cyl., £690; 30 h.p. 6 cyl., £850. With All-weather body, light all-metal type, 15 h.p. 4 cyl., £740; 16 h.p. 4 cyl., £775; 20 h.p. 6 cyl., £1,090; 30 h.p. 6 cyl., £1,250; Touring car, 4/5 seater, 15 h.p. 4 cyl., £690; 16 h.p. 4 cyl., £725; 20 h.p. 6 cyl., £1,030; 30 h.p. 6 cyl., £1,190. Four-door Saloon without partition, 15 h.p. 4 cyl., £790; 16 h.p. 4 cyl., £825; 20 h.p. 6 cyl., £1,170; 30 h.p. 6 cyl., £1,330. Enclosed-drive Landaulette or Limousine with partition, 20 h.p. 6 cyl., £1,190; 30 h.p. 6 cyl., £1,350.

Chassis prices include lamps, speedometer, spare wheel and clock. Complete cars include, in addition, a spare tyre and luggage grid.

A Fine Performance.

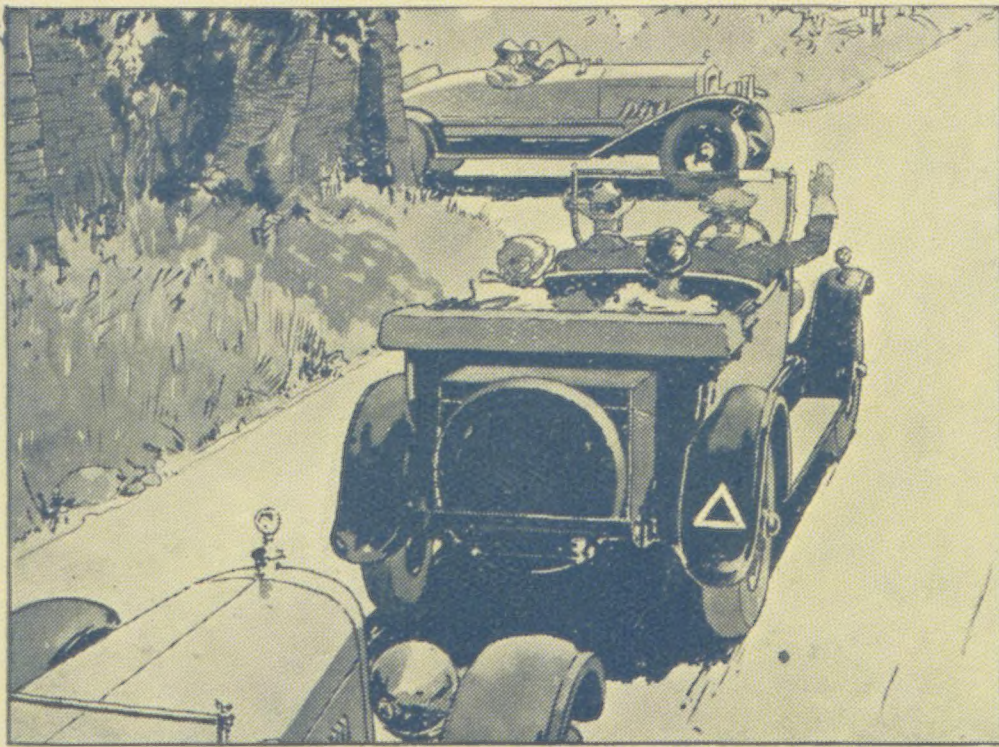
Many interested in motoring will remember that last year a standard Bean "Fourteen" 5-seater touring car created a record by being the first car to twice cross Australia from Sydney to Port Darwin and back. The car used already had a mileage of 14,000 miles to its credit, yet it went through this journey with a load equal to sixteen adult passengers with the utmost success.

The identical car has now added to its laurels. Entered in the recent Land's End to John o' Groats "Fourteen" Trial, this Bean "Fourteen" came through with flying colours. In spite of a mileage of over 21,000, the car is good for many miles more. This is typical of the performance which every Bean owner may expect from his car.



The new "Chrysler Four" Saloon, at £425, constitutes real value for money. (See paragraph "A New Four" above.)

What I see on the Road



No 1

by
Tommy Pratt-kins
OF THE
PETROL PATROL

Four Wheel Brakes

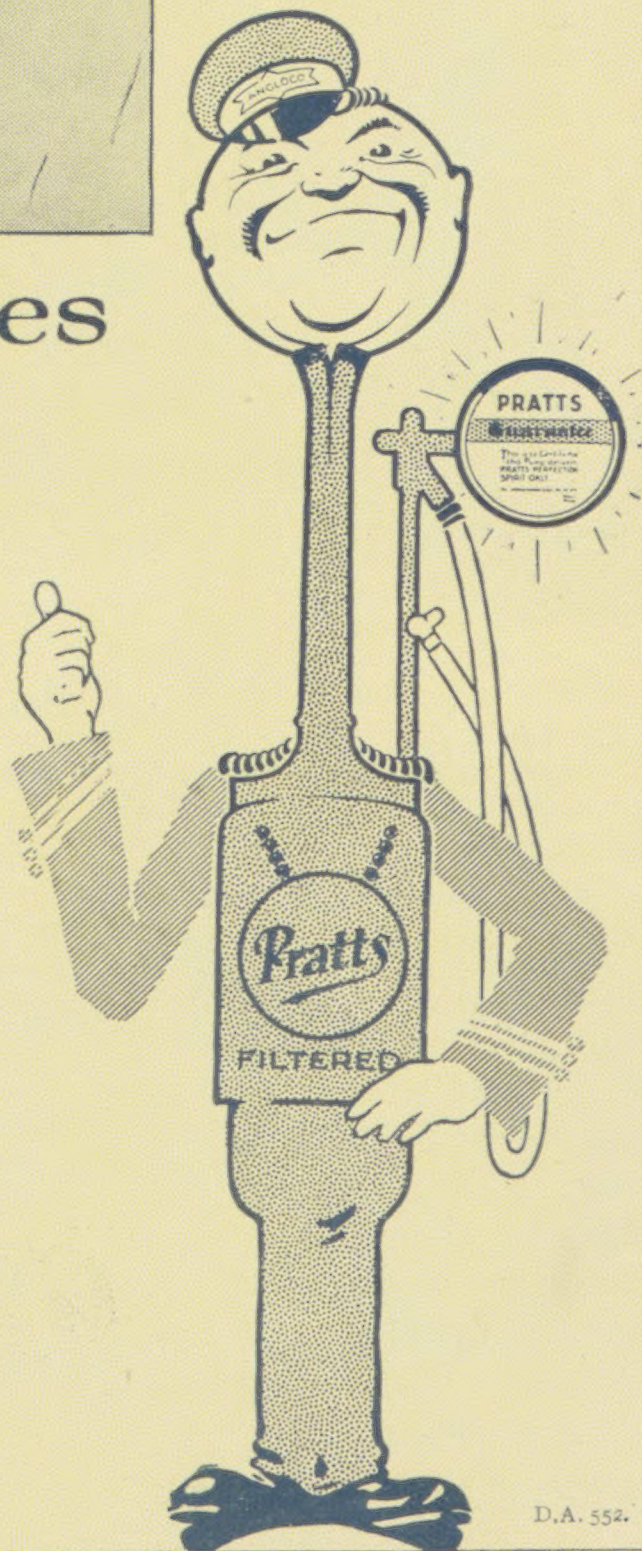
FOUR-WHEEL BRAKES are becoming standard fittings, Sir! Soon it will be an exception to find a new car without them. I have heard experienced motorists say that the ability to stop safely in a shorter distance has increased the speed of motoring by at least 20 per cent. Of course, this means that the engine is working harder and at a higher speed over longer periods than before. That explains why advocates of four-wheel brakes come to me for Pratts Perfection, because higher speeds and quick acceleration can only be had of a spirit that vaporizes readily, and gives a clean engine over thousands of miles of running. They know that I will give them only Pratts Perfection, pure, uniform and reliable, anywhere and everywhere. My guarantee label ensures this.



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